

W O R L D - W I D E

AIR TRANSPORTATION

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

OCTOBER
1949

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Editorial No. 24

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Lesson in Air
Shipping—Inventory

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including Air Cargo Pro-
files, Air Commerce, Air
Freight Forwarders, and
International Air Shipping
Rates.





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**"Clipper Cargo has brought us good will,
repeat orders, more working capital..."**



"We have used Clipper Cargo for several years. Without it we would have been unable to serve our customers adequately. Many orders that required almost impossible delivery schedules were delivered on time."

"Clipper Cargo has cut our paper work to a minimum. And the C.O.D. and collect services have released considerable working capital for production."

"By providing this fast overseas delivery, we have built good will for ourselves and our distributors—and repeat orders have followed!"

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That is why more and more alert businessmen are shipping by swift Clipper Cargo, Pan American's world-wide air delivery service. And that is why Pan American carries more overseas cargo than all other United States scheduled airlines combined.

Why not learn how Pan American can bring more business to your company? Call your Clipper Cargo Agent or your local Pan American World Airways office.

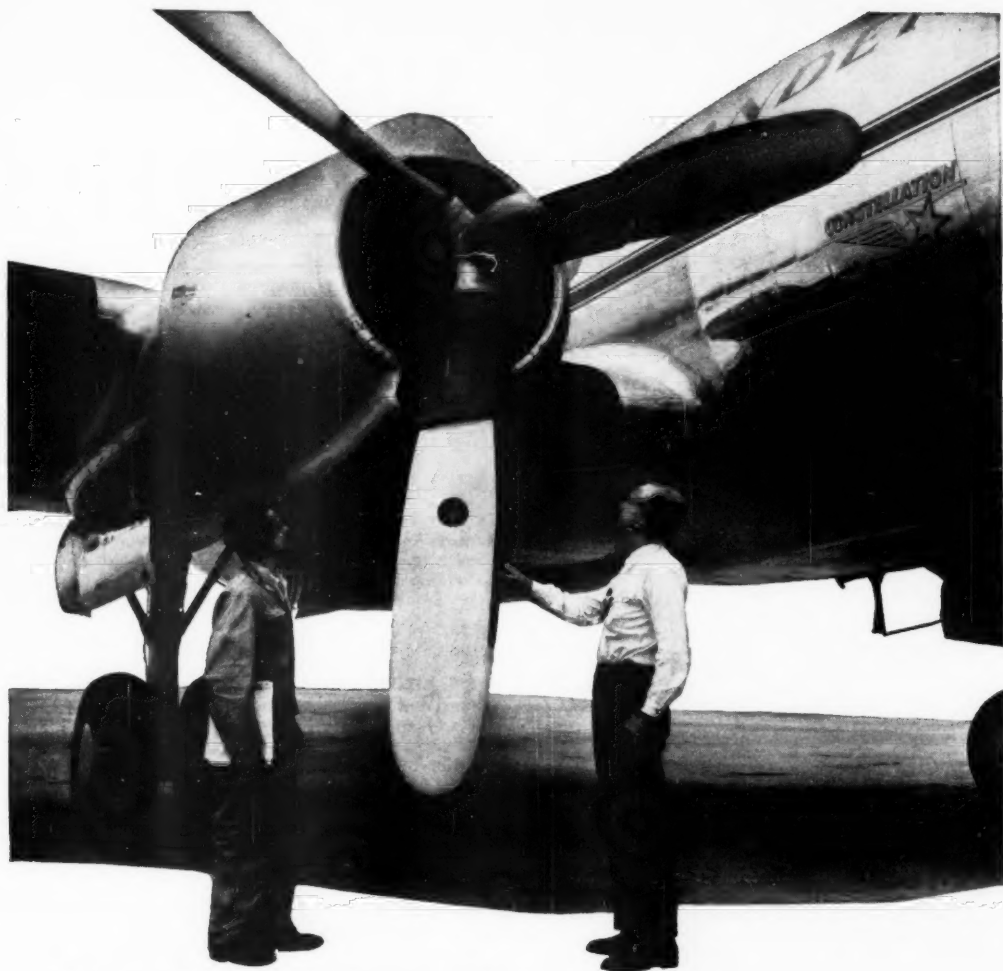
Only Pan American offers the advantages of

CLIPPER CARGO

*Trade Mark, Pan American Airways, Inc.



(Reg. U.S.P.M.—Pat. Pend.)



New Curtiss Propeller

FOR THE NEW L-749A CONSTELLATIONS

A new Curtiss propeller has been approved by the CAA for unrestricted operation on Lockheed L-749 and L-749A Constellations. This propeller's high solidity provides improved take-off, climb and cruise speed at higher gross weights, and its rugged construction assures long service life.

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The acceptance of this new propeller, after extensive stand and flight testing . . . under conditions surpassing the severest stresses of service use . . . is further evidence of Curtiss-Wright's leadership in the field of aircraft propellers.

CURTISS *ELECTRIC PROPELLERS*

A PRODUCT OF
PROPELLER DIVISION CURTISS-WRIGHT CALDWELL, NEW JERSEY
FIRST IN FLIGHT



AIR CARGOREELS

THAT KNIFE AND FORK held by Charley Ryan (right), Northwest Airlines pilot, is admittedly a gag; but that air-shipped Scandinavian grouse in the above picture is one of six imported into this country for game purposes in the Lake Superior area. Holding the bird, whose weight is 10 pounds, is Tom Evans, of Wildlife Management, Inc.

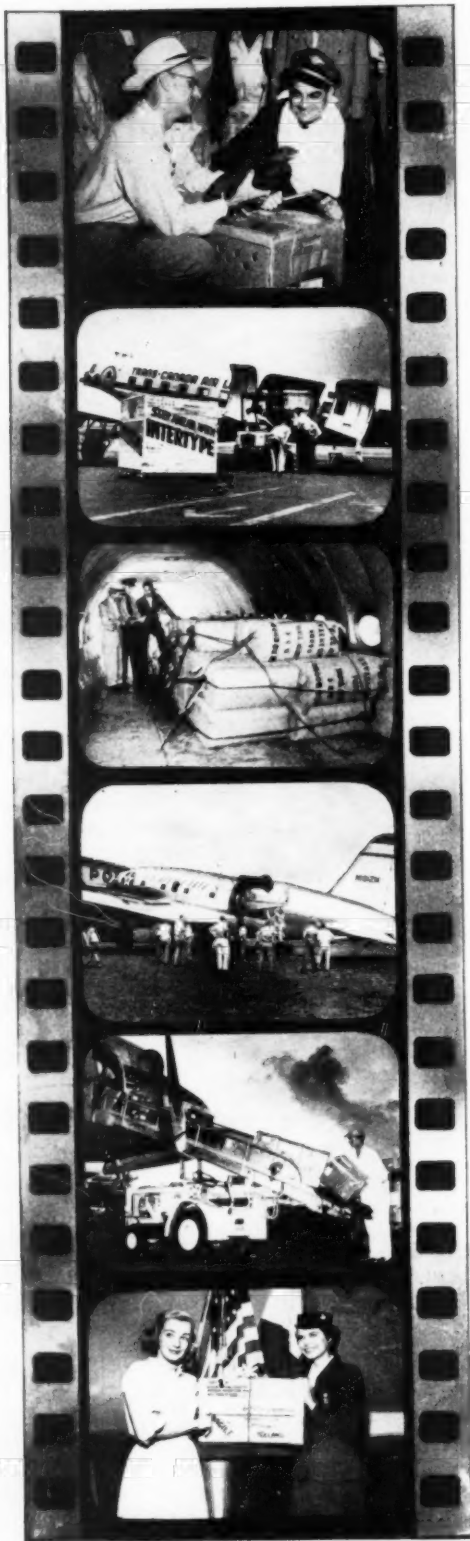
← CONSIGNED TO the Toronto Type Foundry, this shipment of linotype machines—possibly the first to move by air—was flown from New York. Four such cases, weighing a total of 4,900 pounds, were hauled in this Trans-Canada Air Lines plane for the Intertype Corporation, Brooklyn. Result: a satisfied consignor and consignee.

← ALBERT JANSEN (right), sales manager for Seaboard and Western Airlines, stresses a point in the cargo hold of one of S&W's *Airtraders*, as Roman Smucer, New York importer, and Captain Bill Carr look on. Shown is a portion of a 15-ton shipment of fine woolen and piece goods from Italy, biggest fabric order ever to be hauled by air over the North Atlantic. The goods were imported by the Roman Smucer Company and quickly turned over.

← FIVE PIPER CUB training planes are loaded into a U. S. Airlines C-46 *Commando*, the largest number of aircraft ever to be airfreighted in a single plane. Loaded at the Piper Aircraft plant at Lock Haven, Pennsylvania, the *Cubs* were flown to Bogota, Colombia. Consignee was the Aero Club of Colombia. Big job in a hurry!

← MERCY CARGO for earthquake-stricken Ecuador moving into a Pan American World Airways transport at Miami. William R. Neilsen is shown loading part of the consignment of 1,000 pounds of DDT and 556 pounds of serums and vaccines for shipment to the disaster area.

← KLM HOSTESS Barbara Ferrie receives an air shipment of vital cancer research equipment from Nina Foch, stage, screen, and radio star. Sent by the International Cancer Research Organization, Inc., New York, it was flown to the Antoni Van Leeuwenhoek Huis Clinic, Amsterdam, Netherlands. Miss Foch, who is a native of Holland, is the granddaughter of a former Governor General of the Netherlands East Indies. How did cargo arrive? Fine!



AIR TRANSPORTATION

**The world's first and only
air cargo magazine**

Established October, 1942

AIR TRANSPORTATION, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years.

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AIR TRANSPORTATION is published by Import Publications, Inc., Ten Bridge Street, New York 4, N. Y.; also publishers of Custom House Guide, American Import & Export Bulletin, and Air Shippers' Manual. Reprinting of any article or portion of an article appearing in this magazine, without written permission, is strictly forbidden.

10 BRIDGE ST., NEW YORK 4, N. Y.
Phone: WHitehall 4-2898

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Vol. 15 No. 4

October, 1949

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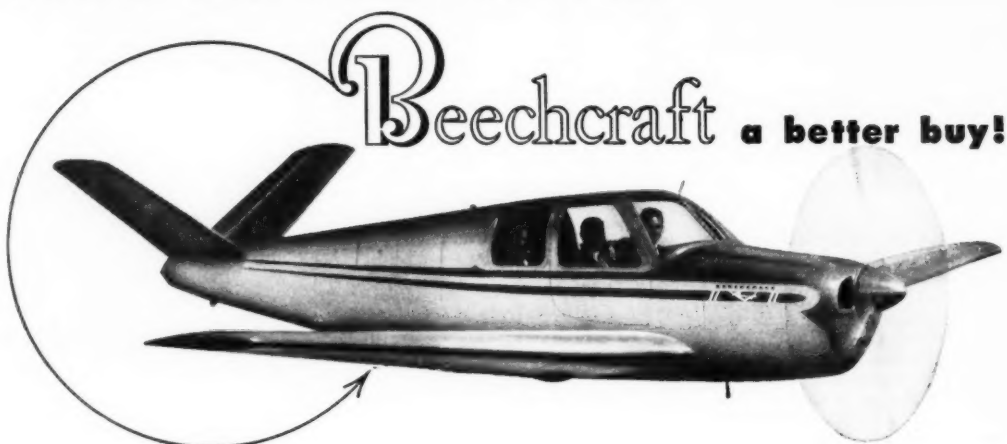
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COVER

Dramatic shot of the Boeing *Stratocruiser*, world's biggest commercial airliner in operation, now being flown by American Overseas Airlines, Northwest Airlines, and Pan American World Airways. The cargo version of this plane is the *Stratofreighter*, which has performed service for the United States Air Force in the Berlin airlift.

It's the "EXTRAS" that make this



★ **Extra speed** — The Beechcraft Bonanza achieves its high speed *without engine overload*—170 mph cruising speed at 8,000 feet using but 56% of the maximum rated take-off power. You buy a plane to *make time*. In a Beechcraft, you *get it*!

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★ **Extra economy** — Extra low fuel consumption of 9.5 gallons per hour at cruising is part of the Beechcraft Bonanza's operating economy. Another vital "extra" is low maintenance due to freedom from engine overload. The Beechcraft Bonanza saves your money!

★ **Extra safety** — The Beechcraft A35 Bonanza has been dived under radio control at 275 mph—and pulled out unscathed at 3 G's! On the ground, the Beechcraft Bonanza's wide tread, long wheel base, and cross-braced struts defy the roughest handling, the roughest terrain.

★ **Extra performance** — No airplane yet designed can beat the high performance of the Beechcraft Bonanza—its unexcelled combination of speed, range, and fuel economy. Its flight characteristics make it one of the easiest planes in the world to handle!

★ **Extra power** — The extra margin of power in a Beechcraft Bonanza comes from aerodynamic design which requires but 56% of the engine's power at cruising. Never before has so little power been needed for such high performance by so rugged a plane!

★ **Extra range** — The extra range you get in a Beechcraft Bonanza—750 miles—makes it *real transportation*. Equipped for long distance flight, it is the most practical of all planes for business use—with a *commercial* margin of safety, speed, and range!

★ **Extra utility** — The Beechcraft Bonanza is a business plane, engineered for extra usefulness as a business vehicle. It can be operated the year around. It can get into small, unpaved landing fields as well as modernized airports. It is ready to go—365 days a year!

★ **Extra comfort** — From the moment you step (not climb!) into a Beechcraft Bonanza through its wide, auto-type door and settle yourself in its uncrowded 4-place interior, you're conscious of superb comfort. Its sound-proofing is the standard of comparison!

★ **Extra luxury** — Skilled design and placement, with superb interior appointments, make the Beechcraft Bonanza an aerial limousine. You'll lean back and relax and enjoy air travel as never before! Its only rival for sheer luxury is the multi-engined airliner itself!

● These are only the highlights among hundreds of reasons why the Beechcraft Bonanza is a better buy! See it today! A note on your company letterhead will bring illustrated brochures describing the Beechcraft Bonanza's many *extra* advantages. Write to Beech Aircraft Corporation, Wichita, Kansas, U. S. A.

Compare these performance features

- Top speed, 184 mph
- Cruising speed, 170 mph
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Beechcraft

BONANZA

MODEL A35

BEECHCRAFTS ARE THE AIR FLEET OF AMERICAN BUSINESS

Guest Air Cargo Editorial No. 24

By ARTHUR C. SMITH

Cargo Traffic Manager

WESTERN AIR LINES



Arthur C. Smith

CONSIDERABLE stimulating discussion has taken place in these columns on the future growth and development of air freight. Although this phase of commercial aviation has made spectacular strides, there are signs that the upward surge is definitely leveling off. If this becomes a trend, then it is time for the industry to take stock of itself.

First of all, as others have pointed out, we must consolidate our gains by insuring that the service is improved—every phase of it! Secondly, and equally important, careful thought must be given to overcoming certain basic limitations in order to secure additional tonnage.

As pointed out in the very excellent Civil Aeronautics Administration report *Domestic Air Cargo*, issued by the United States Department of Commerce (December, 1943), the following four problems must be solved by promotional efforts, or air cargo will continue to be limited to a small fraction of the freight moving in this country.

1. Long-Haul Traffic:

Air Freight has been primarily long-haul traffic. Its average length of haul is three times rail freight and five times truck freight. More than two-thirds of present air freight tonnage is hauled 500 miles or more. With only a small proportion of all freight moving long distances, it is obvious that this factor must be overcome by figuring out ways and means to secure more business moving between points only several hundred miles apart.

2. Small Shipment Traffic:

Although the average weight per shipment of air freight has been increasing, it is still well below 200 pounds in comparison to over 700 pounds by motor truck and over 50,000 pounds for the railroads. With small shipment traffic comprising a fraction of all freight, it is obviously important that larger shipments must be obtained and here, undoubtedly, the problem of rate will largely be the determining factor. More efficient means and facilities must be perfected to bring down the cost of handling

large shipments so that it will be possible to make more attractive rates for volume shippers by air.

3. Low Density Traffic:

This problem will probably always continue to haunt the air carriers. Most unfortunately, the products with high density such as lumber, coal, cement, which comprise a large proportion of all domestic freight are too low in value per pound to move by air, whereas higher value items such as flowers, wearing apparel (particularly women's), agricultural products, most general merchandise and manufactured products—all of which are most susceptible to movement by air—are low in density. Only a small percentage of commodities moving by freight in this country has a density within the range of the effective density of the plane. Concentration on low and high density traffic of high value has been promoted up to the hilt, and it would appear the ingenuity of aircraft manufacturers to bring about radical improvements in plane design to provide additional cubic feet capacity is the only manner this problem may be solved.

4. High Rate Traffic:

Although in its nearly five years of existence air freight rates have been dramatically reduced to the present minimum of 16 cents per ton-mile for the first thousand ton-miles in any one shipment, this is still more than 10 times rail freight rates under which moves the majority of domestic freight. In order to reduce rates, some solution of the return haul problem must be worked out and the aircraft manufacturers must come up with a plane with better facilities for cargo and lower operating costs. Even then, it may take years for air freight revenues to exceed those from passengers.

In closing, it is only fair to point out that the experience of the airlines in hauling air mail and air express over a period of nearly a quarter of a century has contributed materially to the development of air freight. Both these services play an important part in our daily economy and perform a fast and dependable service second to none.

How Continental Air Lines and the S. E. Massengill Drug Company proved that a successful distribution system can be set up through the combined use of air freight and surface parcel post services, shipping everything from . . .

PILLS TO PENICILLIN



LEFT—Putting their heads together for the combination air freight-parcel post shipments of drugs are (left to right): Jack Nelson, manager, Air Cargo Terminal Corporation; John A. Smith, cargo sales manager, Continental Air Lines; Ken McCracken, sales manager, S. E. Massengill Drug Company; and E. W. Franke, branch manager, Massengill. . . RIGHT—Jack Allen (left), Massengill salesman, takes an order from Lou Albi, of the Republic Drug Company, Denver. To expedite matters, Allen air mails his orders to Massengill warehouse in Kansas City.

THE GROWING IMPORTANCE of air freight in the distribution of pharmaceuticals to the entire west and southwest was pointed up recently when daily shipments over Continental Air Lines' six-state system was inaugurated by the S. E. Massengill Drug Company, manufacturing pharmacists of Kansas City.

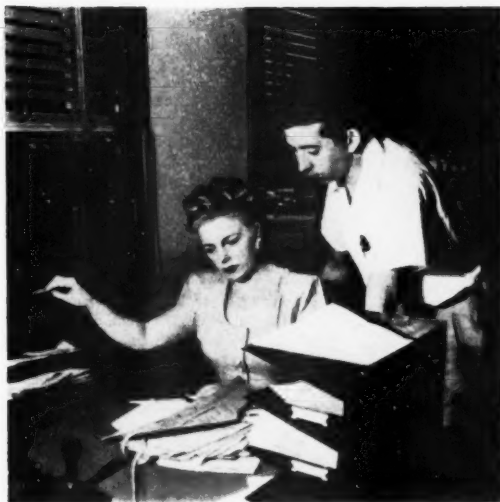
With the Civil Aeronautics Board approval of a commodity freight rate which allows a reduced rate for such items as drugs, the Kansas City firm has daily shipped drug items via air

freight from Kansas City to Denver where the drugs continue on their way to destination via surface parcel post. The new plan provides one-day service to drug firms in Denver and overnight service to hospitals, doctors, veterinarians, and retail outlets in cities which Denver will serve as parcel post distribution point.

Test Shipments

The new plan underwent several months of thorough study and experimentation before it was put into effect.

During the early months of this year, a series of test shipments of the drugs were made. Retail outlets in 12 Rocky Mountain cities in Colorado, Wyoming and Montana were chosen at random to receive the test shipments, utilizing Continental's two-hour, 15-minute service from Kansas City to Denver. These test shipments met with such success that the drug company is now using this combination of air freight and parcel post to destination as a regular feature of its distribution and merchandising system—flying everything from pills to



LEFT—Next morning, Marjorie Boehmer, chief biller at Massengill's, gets to work on Allen's order. That's L. B. Whitlock, office manager, giving it the once-over... RIGHT—Before a cat can whisk his tail, Neoma Burris is filling the order. Little time is spent in the process.



LEFT—No time is lost before the order is double-checked, packed, and placed in a bin for Denver-bound air freight orders. Paul Brammeier (left), order clerk, arranges the freight carefully, while Leo F. Scanlow, traffic manager, sees that everything is in order for the Air Cargo Terminal truck which will pick up the shipments and transport them to the Continental plane at the airport... RIGHT—John A. Smith, as he appeared in Denver at the inauguration of the new service, personally turning over the first air freight shipment to L. W. Schumacher, superintendent of mails in that city. The Massengill drugs then continue to various destinations via parcel post.

penicillin. And for good reason, too!

The Kansas City office of the drug firm serves 16 states and employs 123 registered pharmacist salesmen. Upon arrival by air in Denver the drug orders are sent out in all directions via parcel post to drug stores, hospitals, physicians, and veterinarians.

Kenneth McCracken, sales manager for the Massengill Company, said his firm's decision to utilize air freight to

Denver was based on dollars-and-cents thinking.

Plenty of Reasons

"Savings in packaging costs, in dead-weight freight costs and quicker turn-over of money invested in our products—together with the fact that our products arrive in better condition when sent by air—have influenced our company

to initiate this new distribution system," he said.

Virtually all of the major air carriers serving Kansas City have secured the lower air freight commodity rate which allows them to compete with surface transportation for this type of business, and the Massengill Company has entered into similar shipping arrangements with some of them to various points.

FROM HOT WAR TO COLD WAR

By RICHARD MALKIN

Managing Editor, Air Transportation

Fourth in a series of stories on the Troop Carrier Groups who made history in Operation Vittles—the biggest air cargo job of all times

CELLE RAF STATION, GERMANY—I walked into the operations room here just in time to hear a major explode:

"Your tonnage figures are goddam

cockeyed! The 317th topped you, we can prove it!" The officer slammed the receiver down on its cradle, glared belligerently around the room and snorted: "Who the hell do they think

they're kidding?"

"What's he yelling about?" I asked the sergeant at my elbow.

"Figures," he replied wearily. "Everybody's tonnage-whacky. He's claiming the tonnage high for the day. Someone in Wiesbaden gave it to the 313th or some other Group. You'd think this was the Kentucky Derby."

But the net result of this awesome competition was the smashing success of Operation Vittles. No small part of this credit is due to the officers and men of the 317th Troop Carrier Group, which, after chalking up an enviable record in the Pacific area, moved over to Western Germany to put some more of the old stuff on the ball.

Let's go back to Washington's Birthday, 1942, when the present 317th Troop Carrier Group (Heavy) was activated. It happened at Bowman Field, Louisville, Kentucky, when the new Group was outfitted with twin-engined C-47s. Official designation was the 317th Transport Group; but five months later general orders from the First Troop Carrier Command at Stout Field, Indianapolis, changed the "Transport" to "Troop Carrier."

Pearl Harbor was still five months away. The 317th, at full operational strength, moved to Lawson Field, Fort Benning, Georgia, to participate in the training of paratroops and helping to solve certain important problems surrounding paratroop and cargo drops.

Nor did they stay long at Lawson. Next stop was Laurinburg Maxton Army Air Base, North Carolina. More training—this time towing gliders—and then the alert! The 317th hopped over to the West Coast, and shortly after the Nips struck at Pearl Harbor the Group shoved off for Australia by sea and air.

Well, the war was on, and the Yanks were getting it on all sides. The 317th



Close-up view of cargo-filled Skymasters readying for split-second take-off at Celle with Berlin as the destination.



Cargo is the 317th's middle name—even in Japan, as the picture (left) indicates, before the Group joined the Berlin Airlift. Operations headquarters (right) of the 317th at the Royal Air Force Station.

lit Townsville, Australia, early in 1943, and then got into action after a move to New Guinea. Operating over the Stanley Owen Mountains, the Group dropped supplies to our troops participating in the Buna-Gona Campaign. After this, it was action unlimited, with Finchhaven (remember the famous Nazdab drop of a complete regiment of paratroops, bypassing a large contingent of Jap troops?), Hollandia, and Leyte receiving the full benefits of the 317th.

The Group played an important role in the recapture of the Philippines. It dropped paratroops on Corregidor, after which it headquartered, for a

short time only, at Clark Field, Manila.

Okinawa loomed in the headlines, and again the 317th was right in the thick of things. The small island turned out to be its operations point.

In 1945, with the war ended, Colonel John H. Lackey, then commanding officer of the Group, led the first flight of Army transports ever to land in Japan. The 317th eventually settled at Kimpo, Korea, for the relatively simple duty of flying freight, mail, and passengers between Korea and Japan. Of course, the inevitable happened. Reduction of strength was in order those days; and by the time Christmas-time rolled

around, the Group was a shadow of its former self. It was transferred to Tachikawa Air Force Base, Honshu, Japan, to replace the deactivated 375th Troop Carrier Group.

Things hummed along smoothly. The 317th was doing what normally a commercial airline would do back in the States. In July, 1948, the Group was redesignated: it became the 317th Troop Carrier Group (Heavy). Then, on September 11, at headquarters of the Far Eastern Air Forces, a parley of top brass brought the decision to move the 317th, augmented by aircraft and crews from the 374th Troop Carrier Group.

(Continued on Page 37)



C-54s of the United States Air Force, cargo doors wide open, at Celle in the British Zone of Germany.



SHIPPER TAKES ADVANTAGE of air freight services to get top prices for first asparagus to hit various markets. Crates are shown being loaded into a United Air Lines Cargoliner.

Thar's Gold in Them Thar Winged *P*erishables

OUR shipping season was expected to begin around January 15. Accordingly, well ahead of this date, we contracted with Slick to furnish as many C-46 airfreighters as we might need to move our crop. We anticipated a shipping season extending from January 15 to May 15, with a maximum of 200,000 pounds per day moving during March, which we estimated as our peak month.

Slick was to provide planes, crews and ground personnel as needed, and Sky Fresh was to obtain the necessary permits from the Mexican Government for the operation of these planes with United States crews. We expected to use Nogales, Arizona, as our port of entry, transloading at this point to refrigerated trucks, in order to save the expense of flying any further than required to connect with good surface transportation.

Los Planes Valley is located 510 miles almost due south of Nogales, and the trip down requires about two hours and 35 minutes' flying time. The Slick

By J. PRESCOTT BLOUNT

Contributing Editor
Air Transportation

PART II CONCLUSION

C-46s can comfortably handle 12,000-pound loads, and it was estimated that one plane could make two round trips a day. By charging the entire air operation against the northbound loads, we estimated our cost at slightly over five cents per pound. The southbound flights carried all our supplies and equipment, which we figured at no cost, and these flights also departed from the border with full gas loads, making it unnecessary to refuel in Mexico.

At Nogales, and later when we moved our northern base to Douglas, Arizona, we had an ample supply of excellent refrigerated diesel trucks ready to load day or night. These trucks

could handle three paneloads, or about 36,000 pounds. The charge from Douglas to Los Angeles was about \$1.00, and from Douglas to San Francisco about \$1.50 per cwt. These fast trucks made the run from Douglas to Los Angeles in about 17 hours, and to San Francisco in about 28 hours.

Weather Adversities

One week before shipping was to begin, we ran into the first of a series of adversities which plagued us throughout the entire season. Weather records indicated a minimum Winter temperature of 52 degrees F. for this area, and complete absence of rain. We were hit by cold and rainy weather on January 8. This continued during the balance of January, and intermittently through February. The rain spoiled the tomatoes which were about to ripen, and caused a light set on the vines of those which were to follow. The cold temperature, averaging from 45 to 60, held back maturity, and created a rough condition and poor appearance in the fruit. Furthermore, with very fertile soil, and these conditions causing slow maturing, the tomatoes grew to immense size, and were too large to pack in the boxes that we had designed for the purpose. When our tomatoes finally started coming through about five weeks late, we had great difficulty in finding outlets for this rough, over-sized fruit, and had to give up the idea entirely of marketing a "hothouse quality" product.

This is what happened to the rest of Mexico while we were having our own troubles. Over in Sinaloa, on the Mexican Mainland, 40,000 acres were planted in tomatoes. The rains were torrential, and floods washed out a series of Southern Pacific of Mexico Railroad bridges. The SP is Mexico's west coast vegetable life line to United States markets. With their crop further advanced than ours, the growers were left isolated with hundreds of carloads of tomatoes and peppers ready to ship. We had the planes but no crop ready to move, so we worked out an agreement with Aeronaves de Mexico, the passenger airline that serves Culican and other west coast cities in the vegetable area. They gave us permission to use their airport and radio, and we offered our service to stranded shippers in the area.

Freezing weather followed the rain, killing out almost all United States vegetable production and about half of the Mexican acreage. As might be expected, vegetable prices jumped to high levels, and beginning January 21

(Continued on Page 40)

AIR-X-PRESSING THE NEWS

PULLING RABBITS out of a hat is an every-day trick for Air Express. That's because there's a rabbit raiser down Georgia way, in the bustling city of Macon, who has learned that when a magician way off in Denver, for instance, needs a new rabbit for his show, he needs it quickly—and that's where Air Express gets into the act. The Macon man has air-expressed bunnies to magicians and other customers all over the United States and to Canada. The little ones purchased by magicians are called dwarfs, midgets or miniatures, but are properly known as Polish rabbits. They're just the right size to pop out of a hat, magicians and kids all over the country will tell you.

WHEN engineers working at the construction site of the Republican River Dam in Nebraska found it necessary to re-model two giant cranes to gain more efficient production, they telegraphed for 3,300 pounds of new crane parts to be shipped in from Seattle, Washington. They specified: "Rush by Air Express!" Dispatched from Seattle on three scheduled airline flights, the parts were timed to arrive at the dam site at the beginning of a holiday week-end. Installation of the new machinery resulted in a 35 percent increase in efficiency, with an estimated saving in construction costs of \$30,000 a day, it was reported.

NEARLY twice as many ton-miles of Air Express were flown over the nation-wide routes of the scheduled, certificated airlines of the United States in '48 than were dispatched five years earlier, reports the Air Express Division of REA. Year 1948: 29,739,183 ton-miles; Year 1943: 15,158,581 ton-miles.

A SIX-MONTH-OLD Sicilian donkey rode the Air Express way from Newark, New Jersey, Airport to Milwaukee, Wisconsin, recently. A few hours later, the air traveler, "Sardi" by name, was meandering through the fields of a farm at nearby Wausau, Wisconsin. Born and bred on a donkey ranch at Somerville, New Jersey, it had been purchased as a companion for children living on the farm. Weight of the crated shipment was 220 pounds. "Sardi" completed his airborne trip in just five hours, reports the Air Express Division of REA.

MOVIE CAMERAMEN have found that the problems incident to handling color movie film on location have been solved to some degree by the use of Air Express service. Unexposed color film stock must be kept at temperatures of between 40 and 60 degrees F. After each day's shooting—when a unit is on location—the exposed film is air-expressed to Hollywood for development. To keep the film at correct temperature during flight, it is packed in small wooden boxes insulated with cork. Using Air Express saves hours in production time, and enables cameraman and director to get a check on exposure, lighting, etc., within 24 hours after shooting scenes hundreds of miles away from the home studio.

\$3.19 Air Express cost helped this wildcatter strike it rich!



When a pump valve goes while drilling for oil, it's costly. Idle men and equipment make profits evaporate. It happened to a wildcatter at 4 P.M. Phoned 800 miles away for parts—delivered 11 P.M. that night by Air Express. 12 lbs. cost only \$3.19. (Regular use of Air Express keeps any business moving.)



\$3.19 was complete cost. Air Express charges include speedy pick-up and delivery service. Receipt for shipment, too. Makes the world's fastest shipping service exceptionally convenient.



Air Express goes on all Scheduled Airline flights. Frequent schedules—coast-to-coast overnight deliveries. Direct by air to 1300 cities, fastest air-rail to 22,000 off-airline offices.

Facts on low Air Express rates

Special dies (28 lbs.) go 500 miles for \$4.30.
6-lb. carton of vacuum tubes goes 900 miles for \$2.10.
(Same day delivery if you ship early.)

Only Air Express gives you all these advantages: Special pick-up and delivery at no extra cost. You get a receipt for every shipment and delivery is proved by signature of consignee. One-carrier responsibility. Assured protection, too—valuation coverage up to \$50 without extra charge. Practically no limitation on size or weight. For fast shipping action, phone Air Express Division, Railway Express Agency. And specify "Air Express delivery" on orders.

SPECIFY AIR EXPRESS

GETS THERE FIRST



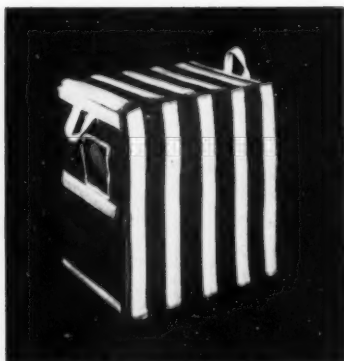
Rates include pick-up and delivery door to door in all principal towns and cities



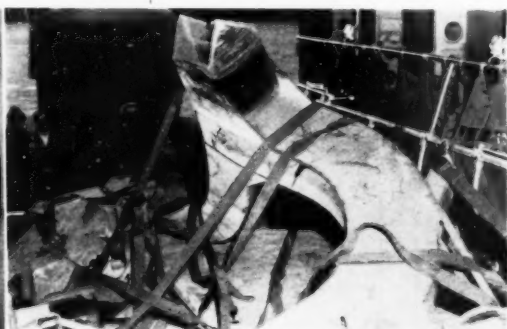
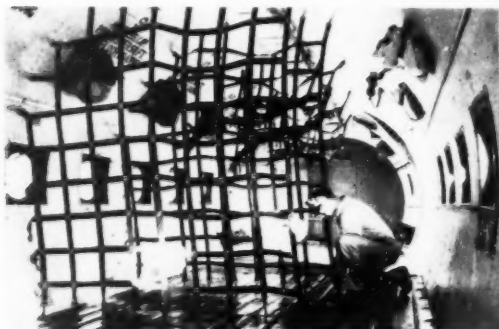
AIR EXPRESS, A SERVICE OF RAILWAY EXPRESS AGENCY AND THE
SCHEDULED AIRLINES OF THE U.S.

Sit Tight, Mr. Shipper . . . YOUR AIR FREIGHT IS SAFE!

There's nothing safer than a shipment going by air, and there are plenty of reasons for that. One of these reasons, for example, is proper stowage of cargo in the holds of air freighters. Here's how the special equipment developed by Frank Davis and manufactured by Air Associates, Inc., Teterboro, New Jersey, helps to keep the consignor, consignee, and carrier happy. It's a real knock!



THREE TYPES OF CONTAINERS for making cargo handling easy and conserving space. The medium container pallet (left), constructed of reinforced canvas with a plywood base, is designed for consolidating small packages with a common destination. Capacity is 20 cubic feet. The collapsible cigarette container (center), fitted with two zippers, is capable of holding 20,000 cigarettes. Permitting the use of space between two double seats in passenger planes is the seat container (right) fastened with tie-down belts and seat belt extension.



THIS WEB GRILL in a TWA cargo plane (left) comes in especially handy for storing cargo destined to various stops. Segregation of cargo makes sorting and checking en route unnecessary, and simplifies off-loading procedures. Odd-shaped heavy cargoes such as this at the right can be air-shipped in complete safety. Tie-down belts perform the trick. No longer is air cargo confined to small-package business.



DRUMS containing inflammable fluids (left) are kept from moving in flight through the use of tie-down equipment. Even special horse-stalls (right) have been designed, adding comfort to the animals, satisfaction to the owners, safety to the plane, and traffic to the carrier.

AIR SHIPPING

[REG. U. S. PAT. OFF.]

International Cargo Rates (including U. S. possessions and territories)

Air cargo rates quoted are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

International carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage	LAX—Los Angeles
BAL—Baltimore	MEM—Memphis
BGR—Bangor, Me.	MEX—Mexico City
BSJ—Beaumont, Tex.	MIA—Miami
BOS—Boston	MKE—Milwaukee
BRO—Brownsville, Tex.	MPS—Minneapolis-St. Paul
BTY—Burlington, Vt.	MOB—Mobile
CHS—Charleston, S. C.	UL—Montreal
CHI—Chicago	MSY—New Orleans
CLF—Cleveland	LGA—New York (La Guardia)
CNP—Corpus Christi, Tex.	IDL—New York (Idlewild)
CTB—Cot Bank, Mont.	EWK—Newark
DAL—Dallas	ORF—Norfolk
VIP—Detroit	NLD—Nureo Laredo, Mex.
DLH—Duluth	OAK—Oakland, Calif.
ELD—El Dorado, Ark.	PAK—Paducah, Ky.
ELP—El Paso	PIA—Pittsburgh
EVV—Evansville, Ind.	PHL—Philadelphia
FWA—Fort Wayne, Ind.	PIT—Pittsburgh
FTW—Fort Worth	POK—Portland, Ore.
GFK—Grand Forks, N. D.	SYD—Sydney, N. S.
GRW—Greenwood, Miss.	STL—St. Louis
BDL—Hartford	SAT—San Antonio
HAV—Havana	SFO—San Francisco
HOT—Hot Springs, Ark.	LAV—Savannah
HOU—Houston	SEA—Seattle
HJR—Honolulu	SHV—Shreveport, La.
IND—Indianapolis	SGF—Spokane, Wash.
JAN—Jackson, Miss.	SGF—Springfield, Mo.
JAX—Jacksonville	TPA—Tampa
MKG—Kansas City, Mo.	YTO—Toronto, Ont.
KIN—Kingston, Jam.	VFA—Vancouver, B. C.
LRO—Laredo	
LIT—Little Rock, Ark.	
DCA—Washington, D. C.	

AIRLINE SYMBOLS

AF—Air France
A—American Airlines
AO—American Overseas
B—Brazil International Airways
BO—British Commonwealth Pacific Airlines
BO—British Overseas Airways Corp.
CS—Chicago & Southern Air Lines
C—Colonial Airlines

EA—Express Aereo Interamericano
K—KLM Royal Dutch Airlines
N—National Airlines
NE—Northwest Airlines
NW—Northwest Airlines
P—Pan American World Airways and affiliates
PA—Philippine Air Lines
S—Sabena
SS—Scandinavian Airlines System
SW—Sealand & Western
SK—Skytrain Airways
SR—Swinnair
TA—TACA Airways
TC—Trans-Canada Air Lines
TC—Trans-Caribbean Air Line
TR—Transocean Air Lines
TW—Trans World Airline
U—United Air Lines
W—Western Air Lines

NOTE: Per pound rate is based on the average package weighing 25 lbs. Valuation rates are due only if consignments are shipped with declared value.

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over \$7.45 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

K: Valuation charge is only on shipments with a declared valuation in excess of \$7.71 per lb.

P: Valuation charge is only on shipments with a declared valuation in excess of \$7.71 per lb.

PH: To any destination in the Philippines served from Manila by PAL (where routing is via PAL from San Francisco) add 10¢ per pound to rates shown as applying to Manila.

SK: Lower rates for cargo of 3,000 lbs. gross weight and over. Parcelled service minimum is 15,000 lbs. Minimum weight charge of \$2 on all shipments.

SW: Special rates for shipments of 1,000-4,000 lbs. and 5,000-9,999 lbs.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargo 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TA: No valuation charge for shipments under \$5,000 valuation. . . TACA has a special rate for shipments over 500 lbs.

TD: Chaper "deferred" rate available. Contact airline direct.

* This involves over carriage by another airline.

† Minimum charge for this shipment is that for 25 lbs.

‡ Rate of 25 lbs. or less.

• Planed service only.

Destination	Airport and Airline	RATES (See Note)				Depart
		Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	
Antigua, B.W.I.	LGA P	.45	.41	.15	M, Th	
"	MIA P	.45	.33	.15	M, Th	
"	MSY P	.96	.15	Th, Sa		
"	ROU P	1.10	.15	W, F		
"	BRO P	1.10	.15	W, F		
"	CRP P	1.12	.15	W, F		
"	NLD P	1.12	.15	W, F		
"	LAX P	1.35	.15	W, F		
Antilla, Cuba	MIA P	.20	.15	Th		
Antofagasta, Chile	MIA P	1.10	.85	M, Th, Sa		
"	MSY P	1.53	1.01	M, Th, Sa		
"	ROU P	1.41	1.05	Th, Sa, M, F		
"	BRO P	1.36	1.02	Th, Sa, M, F		
"	CRP P	1.32	1.04	Th, Sa, M, F		
"	NLD P	1.30	.15	Th, Sa, M, F		
"	LAX P	1.81	1.13	Th, Sa, M, F		
Antwerp, Belgium	LGA AO*	1.12	.32	.31	Th	
"	IDL S*	1.12	.32	.31	M, Th, Sa	
Any Destination in Colombia other than those named herein	MIA P	.72	.49	.15	Th	
"	MSY P	1.10	.15	Th		
"	ROU P	1.20	.15	Th		
"	BRO P	1.20	.15	Th		
"	CRP P	1.20	.15	Th		
"	NLD P	1.22	.15	Th		
"	LAX P	1.49	.15	Th		
Araquaj, Brazil	LGA P	1.20	.15	M, W, Sa		
"	MIA P	1.20	.15	M, W, Sa		
"	MSY P	1.83	.15	Th, F		
"	ROU P	1.68	.15	M, Th, Sa		
"	NLD P	1.60	.15	M, Th, Sa		
"	CRP P	1.63	.15	M, Th, Sa		
"	NLD P	1.63	.15	M, Th, Sa		
"	LAX P	1.90	.15	M, Th, Sa		
Arcilio, Puerto Rico	EWK TC	.30	.20	Frequently		
Araquaj, Peru	MIA P	1.10	.83	.15	M, W, F, Sa	
"	MSY P	1.27	.08	.15	M, W, F, Sa	
"	ROU P	1.33	.90	.15	Th, F	
"	BRO P	1.28	.06	.15	Th, F	
"	CRP P	1.30	.08	.15	Th, F	
"	NLD P	1.26	.10	.15	Th, F	
"	LAX P	1.10	.10	.15	Th, F	
Arica, Chile	MIA P	1.14	.83	.15	F	
"	MSY P	1.30	.08	.15	F	
"	ROU P	1.26	1.01	.15	F	
"	BRO P	1.31	.08	.15	Th	
"	CRP P	1.34	1.00	.15	Th	
"	NLD P	1.26	.10	.15	Th	
"	LAX P	1.48	1.11	.15	Th	
Armas, Colombia	MIA P	.80	.44	.15	Th	
"	MSY P	1.04	.15	Th		
"	ROU P	1.15	.15	Th		
"	CRP P	1.07	.15	Th		
"	NLD P	1.10	.15	Th		
"	LAX P	1.24	.15	Th		
"	LGA P	.75	.55	.15	Th	
"	BOJ CS	.81	.39	.15	Th, Sa	
"	CHI CS	.83	.41	.15	Th, Sa	
"	YIP CS	.83	.41	.15	Th, Sa	
"	ELD CS	.82	.40	.15	Th, Sa	
"	EVV CS	.81	.39	.15	Th, Sa	
"	FWA CS	.83	.41	.15	Th, Sa	
"	CRP CS	.80	.38	.15	Th, Sa	
"	HOT CS	.82	.40	.15	Th, Sa	
"	HOU CS	.81	.39	.15	Th, Sa	
"	IND CS	.82	.40	.15	Th, Sa	
"	JAN CS	.80	.38	.15	Th, Sa	
"	LIT CS	.83	.40	.15	Th, Sa	
"	MEM CS	.80	.38	.15	Th, Sa	
"	MSY CS	.81	.39	.15	Th, Sa	
"	PUC CS	.81	.39	.15	Th, Sa	
"	PIA CS	.82	.41	.15	Th, Sa	
"	STL CS	.82	.40	.15	Th, Sa	
"	SRV CS	.82	.40	.15	Th, Sa	
"	HUP CS	.83	.41	.15	Th, Sa	
"	TOL CS	.83	.41	.15	Th, Sa	
Aruba, N.W.I.	MIA K	.41	.29	.15	Th	
Asana, Eritrea	LGA AO*	2.06	1.56	.15	Th	
"	BRO P	2.06	1.54	.15	Th	
"	LGA P	2.06	1.56	.15	Th, F	
Asuncion, Paraguay	LGA P	1.77	.15	Th, F		
"	MIA P	1.80	.15	Th, F		
"	MSY P	1.75	.15	Th, F		
"	ROU P	1.94	.15	Th, F		
"	BRO P	1.86	.15	Th, F		
"	CRP P	1.80	.15	Th, F		
"	NLD P	1.80	.15	Th, F		
"	LAX P	2.19	.15	Th, F		
"	EWK TC	1.70	1.50	Frequently		

Destination	Airport and Airline	RATES (See Note)				Depart
		Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	
Aalborg, Denmark	LGA AO*	1.32	.99	.21	Su, M, W, F, Sa	
"	IDL S*	1.25	.94	.20	Su, M, W, F, Sa	
Aarhu, Denmark	LGA AO*	1.28	.971	.21	M, F	
Abadan, Iran	LGA BO	2.00	1.50	.15	Su, M, T, Th, F	
"	BOB AO*	1.97	1.48	.20	Su, Th	
"	LGA AO*	2.00	1.50	.20	Dly	
"	IDL S*	1.37	1.03	.20	Dly	
Abo, Finland	IDL S*	1.37	1.03	.20	Su, M, W, F, Sa	
"	LGA AO*	1.27	1.03	.21	M, W, F	
"	BOB AO*	1.84	1.00	.21	W, F	
Aceva, Br. Gold Coast	LGA P	1.89	1.43	.15	M, Th	
"	BOB P	1.86	1.40	.15	Su, Th	
"	LGA BO	2.00	1.57	.15	Su, M, T, Th, F	
"	IDL AF	2.00	1.57	.15	Su, M, T, Th, F	
"	BOB AF	2.00	1.54	.15	Su, M, T, Th, F	
"	LGA AO*	2.06	1.54	.20	Su, Th	
"	LGA AO*	2.08	1.56	.30	Dly	
Addis Ababa, Ethiopia	LGA AO*	2.29	1.72	.30	Dly	
"	BOB AO*	2.26	1.70	.30	Su, Th	
"	LGA BO	2.29	1.72	.15	Su, M, T, Th, F	
"	EWK TC	1.65	1.00	.15	M, Th, Sa	
"	IDL S*	1.44	1.04	.15	M, Th, Sa	
Aden, Aden	LGA AO*	2.19	1.64	.30	Dly	
"	BOB AO*	2.16	1.62	.30	Su, Th	
"	LGA BO	2.19	1.64	.15	Su, M, T, Th, F	

Destination	Airport and Airline	RATES (See Note)				Depart
		Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	
Akhmedabad, India	LGA AO*	1.38	1.78	.30	Dly	
Ajaccio, Fr. Corsica	IDL AF	1.29	.67	.15	Thurs Wkly	
"	BOB AF	1.36	.94	.15	Thurs Wkly	
Albertville, Belgian Congo	IDL S	2.23	1.67	.15	M, Th, Sa	
Alexandria, Egypt	LGA BO	1.73	1.30	.15	Su, M, T, Th, F	
"	LGA AO*	1.74	1.304	.30	Dly	
Algiers, Algeria	LGA TW	1.31	.98	.15	Su	
"	LGA AO*	1.43	1.007	.21	Dly	
"	IDL AF	1.31	.96	.15	Dly	
"	BOB AF	1.28	.95	.15	Dly	
"	EWK TC	1.00	.80	.15	Dly	
"	IDL S*	1.32	.93	.15	M, Th, Sa	
Amsterdam, Netherlands	LGA AO	1.13	.85	.15	M, W, Sa	
"	BOB AO*	1.10	.83	.15	M	
"	IDL S	1.13	.85	.15	M, Th, Sa	
"	IDL TR	.86	.71	.12	Dly	
"	HFD TR	.80	.71	.12	Dly	
"	LGA BO	1.13	.85	.15	Su, M, T, Th, F	
"	IDL S*	1.46	1.10	.20	Dly	
"	IDL AF	1.13	.85	.15	Dly	
"	BOB AF	1.10	.83	.15	Dly	
"	IDL K	1.13	.85	.15	Dly	
"	EWK TC	.85	.70	.25	Dly	
Anchorage, Alaska	SEC P	.44	.18	.15	Dly	
"	SEC NW	.23	.15	.15	Dly	
"	MPS NW	.33	.29	.15	Dly	
"	OAX TR	.61	.29	.15	Dly	

INTERNATIONAL CARGO TABLES — Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Athens, Greece	LGA AO*	1.60	1.21	15	Dly	Barranca, Mexico, Cal.	MIA P	.60	.41	15	Dly	Berlin, Germany	LGA AO	1.31	.98	15	T,Th,Sa
"	IDL SA	1.57	1.11	15	Sa	"	LGA P	.71	.52	15	Su,Th	"	BOS AO	1.28	.95	15	Sa
"	TR	1.20	.90	15	"	"	MSY P	1.12	.....	15	Dly	"	LGA TR	1.00	.85	15	"
"	HFD TR	1.20	.90	15	"	"	HOU P	1.28	.....	15	Dly	"	HFD TR	1.00	.85	15	Sa,M,T,Th,F
"	IDL SW	1.28	1.03	20	"	"	BRO P	1.20	.....	15	Dly	"	IDL AF	1.31	.98	15	"
"	LGA BO	1.59	1.21	15	Sa,M,T,Th,F	"	CRP P	1.23	.....	15	Dly	"	BOS AF	1.28	.95	15	"
"	IDL AF	1.60	1.21	15	Weekly	"	NLD P	1.23	.....	15	Dly	Bermuda	LGA BO	25	15	Dly	Frequently
"	BOS AF	1.57	1.18	15	"	"	LAX P	1.49	.....	15	Dly	"	EWTC	25	15	Dly	"
"	IDL K	1.60	1.21	15	M,Th	Barranquilla, Colombia	MIA P	.58	.26	15	Dly	"	LGA C	25	15	Dly	Weekly
"	IDL SS	1.60	1.21	15	Dly	"	LGA P	.47	.27	15	Dly	"	LGA C	25	15	Dly	Dly
"	LGA TW	1.60	1.21	15	Dly	"	MSY P	.74	.42	15	Dly	"	IDL P	25	15	Dly	Dly
"	DCA TW	1.62	1.23	15	M	"	HOU P	.84	.46	15	Dly	"	BOS P	25	15	Dly	Dly
"	CHI TW	1.65	1.27	15	Sa	"	BRO P	.75	.35	15	Dly	"	UL T	30	20	15	Fa
"	PHL TW	1.61	1.22	15	Sa	"	CRP P	.78	.35	15	Dly	"	YTO T	30	20	15	Fa
"	BOS TW	1.57	1.15	15	Th	"	NLD P	.98	.....	15	Dly	Berne, Switzerland	IDL S*	1.21	.907	21	Dly
"	YIP TW	1.64	1.25	15	Sa	"	LAX P	1.23	.....	15	Dly	"	LGA AO*	1.21	.907	21	Dly
"	EWRTC	1.60	.85	25	"	"	MIA K	.53	.38	15	M,Th,Sa	Bloomfontein, S. Africa	LGA BO	2.41	1.81	15	Sa,M,T,Th,F
"	IDL S	1.57	1.11	15	Su,W	Basankusu, Belgian Congo	IDL S	2.21	1.67	20	M,Th,Sa	Bluefields, Nicaragua	MSY TA	.55	.42	15	M,W,F
Auckland, N. Z.	LAX P	2.06	1.55	15	Sa	"	IDL SS	2.23	.92	121	Sa,M,W,F,Sa	"	MEX TA	.43	.33	15	T,Th,Sa
"	SFO P	2.06	1.55	15	Sa	"	HFD TR	.92	.80	121	"	Bogota, Colombia	MIA P	.63	.42	15	Dly
"	PDX P	2.06	1.55	15	F	"	IDL AF	1.21	.91	15	Six Weekly	"	MSY P	1.08	.....	15	Dly
"	SEC P	2.06	1.55	15	F	"	BOS AF	1.18	.88	15	"	"	HOU P	1.19	.....	15	Dly
"	LGA AO*	2.80	3.27	15	Sa,Th	Bale, Switzerland	LGA AO*	1.21	.91	15	Dly	"	BRO P	1.19	.....	15	Dly
"	SFO BO	2.06	1.55	15	F	"	IDL K	1.21	.91	15	T,F	"	NLD P	1.19	.....	15	Dly
"	ILR HC	1.38	1.04	15	F	"	EWRTC	.95	.73	.....	Frequently	"	CRP P	1.14	.....	15	Dly
"	VR HC	2.17	1.63	15	F	"	IDL SR	1.21	.91	15	Sa,W	"	LAX P	1.38	.....	15	Dly
Augusta, Italy	LGA AO*	1.45	1.084	21	Dly	"	LGA BO	1.21	.91	15	Sa,M,T,Th,F	Bombay, India	LGA AO*	2.38	1.79	15	Dly
"	BOS AO*	1.42	1.064	21	Sa,Th	Basrah, Iraq	IDL K	1.96	1.47	15	T,W,F	"	HFD TR	2.22	1.42	20	Dly
"	LGA BO	1.45	1.09	15	Sa,M,T,Th,F	"	LGA AO*	1.97	1.473	30	Dly	"	LGA TR	2.22	1.42	20	Dly
Baghdad, Iraq	LGA AO*	1.95	1.455	30	Dly	"	LGA P	.95	.47	15	Sa,M,T,Th,F	"	IDL AF	2.38	1.79	15	Sa,M,T,Th,F
"	IDL AF	1.95	1.45	15	Weekly	"	IDL AF	.96	.47	15	Sa,M,T,Th,F,Sa	"	LGA TW	2.38	1.79	15	Sa,W,F
"	BOS AF	1.92	1.43	15	"	"	BOS AF	.93	.44	15	Sa,T,Th,F,Sa	"	IDL K*	2.38	1.67	20	Dly except Su
"	EWRTC	1.58	.....	.....	Frequently	"	LGA TW	.96	.47	15	Frequently	"	EWRTC	2.00	1.40	25	"
"	IDL S*	1.76	1.32	15	M,Th,Sa	"	EWRTC	.70	.....	.....	Sa,W	"	IDL AF	2.44	1.83	15	Dly
"	LGA BO	1.95	1.46	15	Sa,M,T,Th,F	"	IDL SR	.96	.47	15	Sa,W	"	BOS AF	2.41	1.80	15	"
Bahia, Brazil (See Sao Salvador)	LGA AO*	2.07	1.553	30	Dly	"	BOS P	1.85	1.32	15	T,W,Th,Sa	Bonair, N.W.I.	MIA K	.44	.32	.....	Dly
Bahrain, Arabian	LGA BO	2.07	1.55	15	Sa,M,T,Th,F	Bastia, Corsica	IDL AF	1.29	.97	15	Six Weekly	Bonanza, Nicaragua	MSY TA	.56	.43	10	M,W,F
Batavia, Canal Zone	MIA P	.39	.29	15	Dly	BOS AF	1.26	.94	15	"	"	MEX TA	.44	.34	10	T,Th,Sa	
"	MSY P	.47	.37	15	Dly	Batavia, Java	LGA AO*	2.93	2.20	30	Dly	Bone, Algeria	LGA AO*	.39	.037	21	Dly
"	HOU P	.50	.39	15	Dly	"	LGA BO	2.94	2.13	15	Sa,M,T,Th,F	"	IDL AF	.38	.04	15	Dly
"	BRO P	.50	.39	15	Dly	"	IDL K	2.68	2.36	15	Sa,T,W,F	"	BOS AF	1.35	1.01	15	Dly
"	NLD P	.60	.47	15	Dly	Bauru, Brazil	LGA P	1.47	.....	15	Sa,T,W	Bordeaux, France	LGA AO*	1.21	.91	15	Dly
"	CRP P	.50	.39	15	Dly	"	MIA P	1.65	.....	15	Sa,T,W	"	LGA BO	1.21	.91	15	Sa,M,T,Th,F
"	LAX P	.83	.63	15	Dly	"	MSY P	1.60	.....	15	M,Th,Sa	"	IDL P	1.15	.....	15	Dly
"	HOU B	.48	.29	10	Sa,T,Th	"	HOU P	1.79	.....	15	Sa,M,F	"	BOS AF	1.15	.86	15	Dly
"	CHI B	.51	.31	10	Sa,T,Th	"	BRO P	1.71	.....	15	Sa,M,F	Bratiana, Czechos.	LGA AO*	1.38	1.010	21	M,W,Sa
"	CRP B	.48	.29	10	Sa,T,Th	"	TRP P	.74	.....	15	Sa,M,F	"	BOS AO*	1.35	.98	21	M
"	DAL B	.51	.31	10	Sa,T,Th	"	NLD P	1.73	.....	15	Sa,M,F	"	IDL S*	1.38	.99	21	M,Th,Sa
"	YIP B	.51	.31	10	Sa,T,Th	Bayamo, Cuba	LAX P	2.05	.....	15	Sa,M,F	Brasaville, Fr. Eq. Af.	IDL AF	2.02	1.52	15	Wkly
"	MSY B	.45	.28	15	Sa,T,Th	"	MIA P	.17	.13	15	Dly	"	BOS AF	1.99	1.49	15	"
"	ELP A*	.54	.25	20	Dly	Beirut, Lebanon	LGA AO*	1.73	1.30	30	Dly	"	BOS AO*	2.33	1.741	30	M
"	LAX A*	.61	.41	20	Dly	"	BOS AO*	1.74	1.30	15	Sa,Th	"	LGA AO*	2.36	1.771	30	M,W,Sa
"	SFO A*	.62	.42	20	Dly	"	EWRTC	1.55	1.10	.....	Frequently	Bremen, Germany	IDL SS	1.25	.94	.....	Sa,M,W,F,Sa
Bangkok, Siam	LGA P	2.46	1.95	15	Sa,T,W	"	IDL S*	1.62	1.12	.....	M,Th,Sa	"	LGA AO*	1.27	1.028	21	"
"	PDX P	2.89	2.17	15	Sa,T,W	Belem, Brazil	LGA P	.94	.68	15	Dly	Brno (Brno), Czechos.	LGA AO*	1.35	.991	21	M,W,Sa
"	LAX P	2.89	2.17	15	F	"	MIA P	.89	.61	15	Dly	"	IDL S*	1.35	.97	.....	M,Th,Sa
"	LAX P	2.89	2.17	15	Sa,M,Th	"	MSY P	1.38	.81	15	Dly	"	BOS AO*	1.36	1.03	15	M
"	SFO P	2.43	1.94	15	Sa,T,W	"	HOU P	1.38	.85	15	Dly	Brussels, Belgium	LGA P	1.12	.83	15	Dly
"	RPO P	2.89	2.17	15	M,T,F	"	BRO P	1.30	.81	15	Dly	"	BOS P	1.12	.83	15	Dly
"	LGA AO*	2.61	1.91	30	Sa,Th	"	CRP P	1.33	.83	15	Dly	"	LGA AO*	1.1*	.7	2	Dly
"	IDL AF	2.58	1.93	30	Sa,Th	"	NLD P	1.33	.83	15	Dly	"	IDL S	1.11	.82	.....	M,Th,Sa
"	BOS AF	2.77	2.08	15	"	"	LAX P	1.86	.....	15	Dly	"	LGA TR	.86	.65	13	Dly
"	IDL AF	2.74	2.05	15	"	"	EWRTC	.88	.62	.....	Frequently	"	HFD TR	.80	.65	13	Dly
"	LGA TR	2.34	2.00	25	"	"	HOU SK*	.....	.....	.....	See Note SK	"	IDL SW	.92	.73	20	"
"	HFD TR	2.34	2.00	25	"	"	MSY SK*	.....	.....	.....	See Note SK	"	LGA BO	1.12	.82	15	Sa,M,T,Th,F
"	OAK TR	2.21	1.92	30	"	Belfast, N. Ireland	IDL SS	1.01	.77	20	Dly	"	IDL SS	1.50	1.13	30	Sa,M,W,F,Sa
"	LGA BO	2.62	1.96	15	Sa,T,Th,F	"	LGA AO*	1.01	.76	20	M,W	"	IDL AF	1.12	.85	15	Dly
"	IDL K	2.46	2.00	15	T,W,F	"	LGA BO	1.02	.76	15	Sa,M,T,Th,F	"	BOS AF	1.09	.79	15	Dly
"	LAX W*	2.50	1.80	20	"	Belgrade	LGA AO*	1.51	1.08	21	Dly	"	IDL K	1.13	.85	15	Dly
"	PDX W*	2.50	1.80	20	"	Yugoslavia	IDL SS	1.51	1.11	20	Sa,M,W,F,Sa	EWRTC	.75	.65	35	"	
"	SEC W*	2.50	1.80	20	"	"	IDL AF	1.50	1.13	15	"	Bucaramanga, Colombia	MIA P	.60	.41	15	Dly
"	EWRTC	2.50	1.80	25	"	"	BOS AF	1.47	1.10	15	"	"	LGA	.71	.52	15	Dly
Basrah, Belg. Congo	IDL AF	2.46	1.85	15	Weekly	"	IDL S*	1.51	1.09	.....	M,Th,Sa	"	MSY P	1.12	.....	15	Dly
"	BOS AF	2.43	1.82	15	"	"	"	"	"	"	"	"	HOU P	1.28	.....	15	Dly
"	IDL S	2.23	1.62	15	M,Th,Sa	Belize, Br. Hond.	MSY TA	.39	.29	.....	M,W,F	"	BRO P	1.20	.....	15	Dly
Batavia, Cuba	MIA P	.22	.16	15	Dly	"	MEX TA	.33	.24	.....	T,Th,Sa	"	CRP P	1.23	.....	15	Dly
Barcelona, Spain	LGA AO*	1.31	.983	21	Dly	"	MSK SK	.20	.15	.....	"	NLD P	1.23	.....	15	Dly	
"	IDL AF	1.22	.92	15	Twice Wkly	Bello-Horizonte, Brazil	LGA P	1.64	.....	15	W,F	"	LAX P	1.48	.....	15	Dly
"	BOS AF	1.19	.89	15	Twice Wkly	"	MIA P	1.44	.....	15	W,F	Bucharest, Rumania	LGA AO*	1.58	1.16	21	Dly
"	IDL SA	1.41	1.00	.....	Sa	"	MSY P	1.56	.....	15	T,Th	"	IDL SS	1.58	1.19	.....	Sa,M,W,F,Sa
"	LGA P	1.30	.....	15	Sa,W,Th	"	HOU P	.77	.....	15	M,F	"	IDL AF	1.58	1.19	.....	Dly
"	BOS P	1.27	.95	15	Sa,W	"	BRO P	.69	.....	15	M,F	"	BOS AF	1.55	1.16	.....	M,Th,Sa
"	IDL SR	1.41	1.00	.....	Sa,W	"	CRP P	1.72	.....	15	M,F	"	IDL S*	.88	.14	.....	Dly
Barcelona, Venezuela	LGA P	.65	.54	15	Dly	"	NLD P	1.72	.....	15	M,F	Budapest, Hungary	LGA AO*	1.43	1.048	21	Dly
"	MSY P	.93	.68	15	Dly	"	LAX P	1.99	.....	15	M,F	"	IDL S	1.41	1.06	15	Dly
"	HOU P	1.02	.68	15	Dly	Bergen, Norway	IDL SS	1.21	.91	20	T,W,Th,Sa	"	BOS AF	1.38	1.03	15	"
"	BRO P	.94	.64	15	Dly	"	LGA AO*	1.20	.902	15	"	"	IDL S	1.42	1.04	20	Sa,M,W,F,Sa
"	NLD P	1.15	.....	15	Dly	"	"	"	"	"	"	"	EWRTC	1.42	1.04	20	"
"	CRP P	.97	.63	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"
"	LAX P	1.36	.....	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"
"	MIA K	.83	.38	15	M,F	"	"	"	"	"	"	"	"	"	"	"	"
Batavia, India	LGA AO*	2.37	1.778	30	Dly	"	"	"	"	"	"	"	"	"	"	"	"

INTERNATIONAL CARGO TABLES — Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Buenos Aires, Argentina	LGA P	1.64	.94	15	Twice Dly	Canton Island	LAX P	1.36	1.02	15	M,Th,Sa	Ciudad Trujillo, D.R.	LGA P	.44	.99	15	Dly
"	MIA P	1.56	.90	15	Twice Dly	"	SFO P	1.36	1.02	15	M,Th,Sa	"	MIA P	.17	.15	15	Dly
"	MSY P	1.54	1.16	15	Dly	"	PDX P	1.36	1.02	15	M	"	MIA K	.31	.23	15	Sa
"	HOU P	1.58	1.19	15	Dly	"	CHI NW*	2.66	2.00	15	Four Wkly	"	EWRT TC	.45	.35	15	Frequently
"	BRO P	1.54	1.16	15	Dly	"	CLE NW*	2.69	2.02	15	Four Wkly	"	HOU SK*	See Note SK			
"	CRP P	1.56	1.17	15	Dly	"	YIP NW*	2.68	2.01	15	Four Wkly	"	MSY SK*	See Note SK			
"	NLD P	1.68		15	Dly	"	LAX NW*	2.50	1.88	15	Four Wkly	Ciudad Victoria, Mexico	HOU P	.28		10	Dly
"	LAX P	1.79	1.34	15	Dly	"	MKE NW*	2.66	2.00	15	Four Wkly	"	BRO P	.23		10	Dly
"	LGA SF	1.54	.93	20	Frequently	"	MPS NW*	2.64	1.98	15	Four Wkly	"	CRP P	.23		10	Dly
"	MIA SF	1.45	.90	20	Frequently	"	LGA NW*	2.73	2.05	15	Four Wkly	"	DAL B	.30		10	Dly
"	EWRT TC	1.70	1.30		Frequently	"	PDX NW*	2.50	1.88	15	Four Wkly	"	FTW B	.30		10	Dly
"	HOU SK*	See Note SK				"	PIT NW*	2.70	2.03	15	Four Wkly	"	SAT B	.23		10	Dly
"	MSY SK*	See Note SK				"	SFO NW*	2.50	1.88	15	Four Wkly	"	LRD B	.16		10	Dly
Bulawayo, S. Rhodesia	IDL S	2.66	2.01	15	M,Th,Sa	"	SEC NW*	2.50	1.88	15	Four Wkly	Cochabamba, Bolivia	MIA P	1.19	.89	15	M,W,F,Sa
"	BOS AO*	2.88	2.16	30	Su,Th	"	DCA NW*	2.71	2.03	15	Four Wkly	"	MSY P	1.35	1.01	15	M,W,F,Sa
"	LGA AO*	2.91	2.18	30	Dly	"	VR BC	1.47	1.10	15	M,Th,F	"	HOU P	.41	1.05	15	Su,T,Th,F
Cairtari, Cuba	MIA P	1.5	1.15	15	Dly	Capetown, U.S.A.	LGA AO*	3.08	2.39	30	M,W,Sa	"	BRO P	.36	1.02	15	Su,T,Th,F
Cairo, Egypt	LGA AO*	1.74	1.30	15	M,Th,Sa	"	IDL S*	3.05	2.30	15	M,Th,Sa	"	CRP P	.38	1.04	15	Su,T,Th,F
"	LGA TR	1.42	1.30	15	M	Caracas, Venezuela (See La Guaira)	LGA BO	2.75	2.06	15	Su,M,T,Th,F	"	LAX P	.51	1.13	15	Su,T,Th,F
"	HFD TR	1.42	1.30	15	M	Caracas, Venezuela	LGA P	1.64		15	Su,T,Th,F	Colombia, Any Desti- nation other than those named herein	MIA P	.72	.40	15	Dly
"	IDL SW	1.46	1.16	20	Su,M,T,Th,F	Caracas, Venezuela	MSY P	1.59		15	M,W,Th	"	MSY P	1.18		15	Dly
"	BO	1.74	1.30	20	Su,M,T,Th,F	Caracas, Venezuela	HOU P	1.81		15	Su,T,W,F	"	CRP P	1.28		15	Dly
"	IDL AF	1.74	1.30	15	Twice Weekly	Caracas, Venezuela	BRO P	1.73		15	Su,T,W,F	"	NLD P	1.22		15	Dly
"	BOS AF	1.71	1.27	15	Su,T,W,F	Caracas, Venezuela	CRP P	1.70		15	Su,T,W,F	"	LAX P	1.49		15	Dly
"	IDL K	1.62	1.12	15	Su,T,W,F	Caracas, Venezuela	NLD P	1.76		15	Su,T,W,F	Colombo, Ceylon	LGA AO*	2.51	1.87	30	Su,M,T,Th,F
"	LGA TW	1.74	1.30	15	Dly	Caracas, Venezuela	LAX P	2.03		15	Su,T,W,F	"	LGA BO	2.61	1.88	15	Su,M,T,Th,F
"	DCA TW	1.76	1.32	15	M	Caracas, Venezuela	MIA P	47	32	15	Dly	Concepcion, Bolivia	MIA P	1.27	.95	15	M,F
"	BOS TW	1.71	1.27	15	T,Th	Caracas, Venezuela	LGA P	58	43	15	Dly	"	MSY P	1.41	1.06	15	Su,Th
"	PHL TW	1.73	1.31	15	M	Caracas, Venezuela	MSY P	58	43	15	Dly	"	HOU P	1.43	1.09	15	Su,Th
"	CHI TW	1.80	1.36	15	Sa	Caracas, Venezuela	HOU P	1.13		15	Su,T,W,F	"	BRO P	1.41	1.06	15	Su,Th
"	YIP TW	1.78	1.34	15	Sa	Caracas, Venezuela	BRO P	1.05		15	Su,T,W,F	"	CRP P	1.43	1.07	15	Su,Th
"	EWRT TC	1.37	1.00		Frequently	Caracas, Venezuela	CRP P	1.08		15	Dly	"	NLD P	.48		15	Su,Th
"	IDL SR	1.74	1.30	15	Sa,W	Caracas, Venezuela	NLD P	1.07		15	Dly	"	LAX P	1.55	1.16	15	Su,Th
"	SFO PH	3.66	2.25	15	W,Sa	Caracas, Venezuela	LAX P	1.32		15	Dly	Copenhagen, Denmark	IDL S3	1.25	.94	20	Su,M,W,F,Sa
"	HJR PH	3.08	2.31	15	W,Sa	Caracas, Venezuela	BOS AF	1.40	1.05	15	Dly	"	LGA AO	1.23	.94	15	M,F
Calcutta, India	LGA P	2.31	1.89	15	Su,T,W	Caracas, Venezuela	IDL AF	1.37	1.02	15	Dly	"	BOS AO	1.22	.91	15	F
"	BOS P	2.28	1.86	15	Su,T,W	Caracas, Venezuela	BOS AO*	1.52	1.18	21	Su,Th	"	IDL S	1.25	.94	15	M,Th,Sa
"	PDX P	3.25	2.44	15	F	Caracas, Venezuela	IDL S*	1.55	1.16		M,Th,Sa	"	LGA TR	1.60	.75	120	
"	SEC P	3.25	2.44	15	F	Castel Benito, Libya	LGA AO*	1.62	1.14	21	Dly	"	HFD TR	1.60	.75	120	
"	SFO P	3.25	2.44	15	M,T,F	Catania, Italy	BOS AO*	1.49	1.12	15	Su,Th	"	IDL AF	1.25	.94	15	Dly
"	LAX P	3.25	2.44	15	Su,M	Catania, Italy	LGA AO*	1.43	1.07	21	M,W,Sa	"	BOS AF	1.22	.91	15	Dly
"	IDL K	2.31	1.89	15	Su,T,W,F	Catania, Italy	BOS AO*	1.40	1.04	21	M	"	EWRT TC	.90	.75	23	Dly except W
"	LGA BO	2.53	1.89	15	Su,M,T,Th,F	Catania, Italy	LGA AO*	1.43	1.07	21	M,W,Sa	"	LGA BO	1.25	.94	15	Su,M,T,Th,F
"	IDL AF	2.53	1.89	15	Twice Wkly	Cayenne, Fr. Guiana	LGA P	83	62	15	M,Th	Cogulherville, Belgian Congo	IDL S	2.20	1.65		M,Th,Sa
"	BOS AF	2.50	1.85	15	Twice Wkly	"	MIA P	78	55	15	M,Th	Cordoba, Argentina	MIA P	1.37	.89	15	F
"	LGA AO*	2.53	1.89	15	Dly	"	MSY P	1.18	.76	15	Su,W	"	MSY P	1.48	1.11	15	Th
"	HFD TR	2.20	1.78	25		"	HOU P	1.28	.81	15	T,Sa	"	HOU P	1.53	1.14	15	W
"	OAK TR	2.94	2.12	20		"	BRO P	1.20	.77	15	T,Sa	"	BRO P	.49	.39	15	W
"	LAX W*	3.27	2.35	20		"	CRP P	1.23	.79	15	T,Sa	"	CRP P	1.50	1.13	15	W
"	PDX W*	3.27	2.35	20		"	NLD P	1.26		15	T,Sa	"	NLD P	1.58		15	W
"	SEC W*	3.27	2.35	20		"	LAX P	1.51		15	T,Sa	"	LAX P	1.65	1.24	15	W
"	EWRT TC	2.10	1.80	25		Cayo Mambi, Cuba	MIA P	22	16	15	Dly	Coro, Venezuela	LGA P	.70	.67	15	Dly
"	SFO PH	2.69	2.02	15	W,Sa	Chetumal, Mexico	MIA P	45		15	Su,Th	"	MIA P	.48	.38	15	Dly
"	HJR PH	2.56	1.92	15	W,Sa	"	MSY P	43		15	Su,Th	"	MSY P	.94	.88	15	Dly
Calgary, Alb., Canada	LGA T*	5.80	.31	10	Dly	"	BRO P	43		15	W,Sa	"	HOU P	.53	.63	15	Dly
Call, Colombia	MIA P	.61	.48	15	Dly	"	CRP P	43		15	W,Sa	"	BRO P	.85	.89	15	Dly
"	LGA P	.72	.67	15	Su,Th	"	LAX P	.93		15	W,Sa	"	NLD P	.38	.91	15	Dly
"	MSY P	.69	.45	15	Dly	Chilayo, Peru	MIA P	90	.67	15	Dly except F	"	LAX P	1.06		15	Dly
"	HOU P	.72	.65	15	Dly	"	MSY P	98	.75	15	Dly except F	Corumbá, Brazil	MIA P	1.36		15	Su,W
"	BRO P	.72	.65	15	Dly	"	HOU P	1.01	.77	15	Dly except F	"	MSY P	1.48		15	Su,W
"	CRP P	.72	.65	15	Dly	"	BRO P	1.01	.77	15	Dly except F	"	HOU P	1.88		15	T,Sa
"	NLD P	.99		15	Dly	"	CRP P	1.01	.77	15	Dly except F	"	BRO P	1.50		15	T,Sa
"	LAX P	1.05	.80	15	Dly	"	NLD P	1.10		15	Dly except F	"	CRP P	1.53		15	T,Sa
Camaguey, Cuba	MIA P	1.12	.90	15	Dly	"	LAX P	1.34	1.01	15	Dly except F	"	NLD P	1.61		15	T,Sa
Campeche, Mexico	MIA P	.39		15	Dly	Christiansand, Norway	LGA AO*	1.25	.947	21	Su,W	"	LAX P	1.69		15	T,Sa
"	MSY P	.35		15	Dly	"	BOS AO*	1.22	.917	21	F	Ciudad Guaymas, Mexico	IDL S	2.23	1.67		M,Th,Sa
"	HOU P	.67		15	Dly	Chongking, China	IDL K	2.25	.94	15	Su,T,Th,Sa	Canal Zone	MIA P	.41	.31	15	Dly
"	BRO P	.47		15	Dly	"	CHI NW*	2.91	2.25	15	Four Wkly	"	MSY P	.41	.31	15	Dly
"	CRP P	.43		15	Dly	"	CLE NW*	2.94	2.27	15	Four Wkly	"	HOU P	.43	.31	15	Dly
"	NLD P	.63		15	Dly	"	YIP NW*	2.93	2.26	15	Four Wkly	"	CRP P	.43	.31	15	Dly
"	LAX P	.89		15	Dly	"	LAX NW*	2.76	2.13	15	Four Wkly	"	NLD P	.43	.31	15	Dly
Campe Grande, Brazil	LGA P	1.75		15	Su,T,W,Sa	"	MKE NW*	2.91	2.25	15	Four Wkly	"	LAX P	.85	.65	15	Dly
"	MIA P	1.48		15	Su,T,W,Sa	"	MPS NW*	2.93	2.26	15	Four Wkly	Cucuta, Colombia	MIA P	.60	.41	15	Su,W,F,Sa
"	MSY P	1.61		15	M,T,F,Sa	"	LGA NW*	2.98	2.30	15	Four Wkly	"	LGA P	.71	.52	15	Su,W,F,Sa
"	HOU P	1.66		15	Su,M,T,Th,F	"	SFO NW*	2.78	2.13	15	Four Wkly	"	MSY P	1.12		15	Su,W,F,Sa
"	BRO P	1.60		15	Su,M,T,Th,F	"	PIT NW*	2.78	2.13	15	Four Wkly	"	HOU P	1.28		15	T,Th,F,Sa
"	CRP P	1.63		15	Su,M,T,Th,F	"	SEC NW*	2.75	2.13	15	Four Wkly	"	BRO P	1.20		15	T,Th,F,Sa
"	NLD P	1.83		15	Su,M,T,Th,F	"	DCA NW*	2.98	2.28	15	Four Wkly	"	CRP P	1.23		15	T,Th,F,Sa
"	LAX P	2.15		15	Su,M,T,Th,F	Cinagua, Colombia	MIA P	47	.52	15	Su,T,F	"	NLD P	1.24		15	T,Th,F,Sa
Cantaviera, Brazil	LGA P	1.62		15	M,W,Sa	"	MSY P	.95		15	Su,T,F	"	LAX P	1.49		15	T,Th,F,Sa
"	MIA P	1.33		15	M,W,Sa	"	HOU P	1.13		15	M,Th,Sa	Cuenca, Ecuador	MIA P	.78	.55	15	Su,M,Th
"	MSY P	1.66		15	Su,T,F	"	BRO P	1.06		15	M,Th,Sa	"	MSY P	.85	.66	15	Su,M,Th
"	HOU P	1.77		15	M,Th,Sa	"	CRP P	1.08		15	M,Th,Sa	"	BRO P	.89	.68	15	Su,M,Th
"	BRO P	1.69		15	M,Th,Sa	"	NLD P	1.07		15	M,Th,Sa	"	CRP P	.89	.68	15	Su,M,Th
"	CRP P	1.72		15	M,Th,Sa	"	LAX P	1.32		15	M,Th,Sa	"	NLD P	1.12		15	Su,M,Th
"	NLD P	1.72		15	M,Th,Sa	Cienfuegos, Cuba	MIA P	.13	.10	15	Dly	"	LAX P	1.22	.92	15	Su,W,Sa
"	LAX P	1.99		15	M,Th,Sa	C. del Carmen, Mexico	MIA P	.43		15	Dly	Cienfuegos, Cuba	MIA P	.78	.55	15	Su,M,Th
Cannes, France	LGA AO*	1.27	.947	21	Dly	"	MSY P	.41		15	Dly	"	HOU P	.89	.68	15	S

INTERNATIONAL CARGO TABLES — Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per 100 Lbs. (U.S.)	Per 100 Lbs. (U.K.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per 100 Lbs. (U.S.)	Per 100 Lbs. (U.K.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per 100 Lbs. (U.S.)	Per 100 Lbs. (U.K.)	Per \$100 Value	Depart
Cancun, N.W.I.	LGA P	39	50	15	Dly	Fairbanks, Alaska	SEC P	40	15	15	Dly	Guam	LAX P	2 00	1 50	15	M,T,Th,F,Sa
"	MIA P	42	31	15	Dly	"	OAK TR	24	35	15	"	"	SFO P	2 00	1 50	15	Sa,T,W,F
"	MSY P	63	15	15	Dly	Florianopolis, Brazil	LGA P	1 70	05	Dly except Th	"	PDX P	2 00	1 50	15	M,F	
"	HOU P	1 02	64	15	Dly	"	MIA P	1 45	08	Dly except Th	"	SEC P	2 00	1 50	15	M,F	
"	BRO P	94	64	15	Dly	"	MSY P	1 64	15	Dly except Th	Guantanamo, Cuba	OAK TR	20	15	15	Twice Dly	
"	CRP P	97	64	15	Dly	"	HOU P	1 87	15	Dly except W	Guatemala City, Guatemala	MIA P	36	29	15	Dly	
"	NLD P	1 10	79	15	Dly	"	BRO P	1 79	15	Dly except W	"	HOU P	45	33	15	Twice Dly	
"	LAX P	1 33	18	15	Dly	"	CRP P	1 82	15	Dly except W	"	BRO P	37	28	15	Dly	
"	MIA K	42	31	15	Dly	"	NLD P	1 82	15	Dly except W	"	NLD P	41	30	15	Dly	
"	EWR TC	65	50	15	Presently	"	LAX P	2 08	15	Dly except W	"	LAX P	43	42	15	Dly	
Curitiba, Brazil	LGA P	1 68	15	15	F	Fort Archambault, F. E. I.	IDL AF	2 34	1 76	15	"	MSY TA	34	18	15	M,T,W,Th,F	
"	MIA P	1 46	15	15	F	"	BOS AF	2 31	1 72	15	"	"	17	12	15	T,Th,Sa	
"	MSY P	1 60	15	15	F	Fort William, Ontario, Can.	LGA T	4 30	1 42	10	Dly	"	HOU SR	See Note SR	"	"	"
"	HOU P	1 83	15	15	Th	Fortaleza (Ceara), Brazil	"	"	"	"	"	"	MSY SR	20	16	15	Dly except Sa
"	BRO P	1 75	15	15	Th	"	LGA P	1 39	15	Dly except F	Guayaquil, Ecuador	MIA P	74	57	15	Dly except Sa	
"	CRP P	1 78	15	15	Th	"	MIA P	1 23	15	Dly except F	"	MSY P	74	57	15	Dly except F	
"	NLD P	1 70	15	15	Th	"	MSY P	1 44	15	Dly except F	"	HOU P	67	67	15	Dly except F	
"	LAX P	2 06	15	15	Th	"	BRO P	1 56	15	Dly except Th	"	BRO P	67	67	15	Dly except F	
Dakar, Senegal, F. W. Africa	LGA P	1 68	1 21	15	M,Th	"	CRP P	1 54	15	Dly except Th	"	CRP P	67	67	15	Dly except F	
"	BOS P	1 65	1 19	15	Sa,Th	"	NLD P	1 52	15	Dly except Th	"	LAX P	1 10	15	15	Dly except F	
"	LGA AO*	1 57	1 48	30	Dly	"	LAX P	1 72	15	Dly except Th	"	BRO P	1 20	91	15	Dly	
"	IDL AF	1 67	1 25	15	Thrice Wkly	Frankfort-on-Main, Germany	LGA P	1 20	57	15	Dly	"	CRP B	73	46	20	Sa,T,Th
"	BOS AF	1 64	1 22	15	"	"	BOS P	1 21	57	15	Dly	"	DAL B	77	47	20	Sa,T,Th
Damascus, Syria	LGA P	1 62	1 12	15	Sa,T,W,Th,Sa	"	LGA AO	1 21	59	15	Dly	"	YIP B	77	47	20	Sa,T,Th
"	MIA AO*	1 53	1 10	15	Sa,T,W,Th,Sa	"	BOS AO	1 18	59	15	M,T,Sa	"	IDL B	77	47	20	Sa,T,Th
"	IDL SW	1 43	1 10	20	Dly	"	DCA AO	1 23	91	15	F	"	IDL K	77	47	20	Sa,T,Th
"	IDL AF	1 74	1 30	15	"	"	PHL AO	1 22	91	15	F	"	HOU B	74	45	20	Sa,T,Th
"	BOS AF	1 71	1 27	15	"	"	IDL K	1 21	89	15	Sa,M,F	"	IND B	76	46	20	Sa,T,Th
"	LGA BO	1 74	1 30	15	Sa,M,T,Th,F	"	LGA TR	92	77	124	"	LRD B	75	46	20	Sa,T,Th	
"	EWR TC	1 50	1 10	15	Frequently	"	HFD TR	92	77	124	"	MSY B	71	42	15	Sa,T,Th	
"	IDL SS	1 74	1 30	20	Sa,M,W,F,Sa	"	IDL SW	97	78	20	"	SAT B	74	45	20	Sa,T,Th	
"	IDL K	1 74	1 30	20	Sa,W	"	LGA BO	1 21	89	15	Sa,M,T,Th,F	"	HAV B	60	34	10	Sa,T,Th
Dar-es-Salaam, Tanganyika	LGA AO*	2 39	1 787	30	Dly	"	IDL SS	1 21	89	20	Sa,M,W,F,Sa	"	LAX A*	87	57	20	Dly
"	BOS AO*	2 36	1 767	30	Sa,Th	Freeport, Sierra Leone	IDL AF	1 88	1 41	15	"	"	SFO A*	88	58	20	Dly
"	LGA BO	2 39	1 79	15	Sa,M,T,Th,F	"	BOS AF	1 85	1 38	15	Dly	Haifa, Israel	EWR TC	1 75	1 25	15	Frequently
"	IDL AF	2 31	1 72	15	Sa,T,Th	"	BOS P	35	26	15	Dly	"	IDL SS	1 62	1 12	15	M,Th,Sa
"	BOS AF	2 28	1 70	15	"	Gander, N. F.	LGA AO	38	28	15	Dly	"	LGA BO	1 74	1 30	15	Sa,M,T,Th,F
Darwin, Australia	LGA BO	3 28	2 45	15	Sa,M,T,Th,F	"	BOS AO	35	26	15	M,T,W,F,Sa	"	LGA AO*	2 64	0755	10	Dly
David, Panama	LGA P	45	23	15	Dly	"	DCA AO	40	30	15	"	"	IDL S	1 23	92	15	M,Th,Sa
"	MSY P	47	37	15	Dly	"	PHL AO	39	29	15	F	"	HFD TR	94	84	124	"
"	HOU P	50	39	15	Dly	"	LGA TW	39	29	10	Dly	"	LGA BO	1 23	92	15	Sa,M,T,Th,F
"	BRO P	50	39	15	Dly	"	DCA TW	40	31	10	Dly	"	IDL SS	1 23	92	15	Sa,M,T,Th,F
"	CRP P	50	39	15	Dly	"	PHL TW	39	30	10	M	"	IDL K	1 23	92	15	Sa,T,Th
"	NLD P	61	44	15	Dly	"	BOS TW	35	26	10	M,Tu,Th,F	"	IDL AF	1 28	96	15	"
"	LAX P	77	55	15	Dly	"	YIP TW	42	33	10	Tu,Sa	"	BOS AF	1 25	93	15	"
Deauville, France	LGA AO*	1 32	84	21	M,Th,Sa	"	CHI TW	44	35	10	Tu,Sa	Hamilton, Bermuda	LGA P	25	19	15	Dly
"	LGA AO*	1 09	816	21	"	"	BOS T*	4 41	1 465	10	Dly	"	LGA BO	20	10	15	Dly
Delhi, India	LGA BO	2 39	1 79	15	Dly	"	IDL SR	38	29	15	Sa,W	"	YTO T	30	20	15	Sa
"	LGA P	2 30	1 79	15	Sa,M,T,Th,F	"	PHL TR	122	92	15	M	Hankow, China	CHI NW*	2 80	2 14	15	Four Wkly
"	BOS P	2 17	1 70	15	Sa,W	"	BOS TR	92	77	124	"	"	YIP NW*	2 82	2 15	15	Four Wkly
"	LAX P	3 45	2 50	15	Sa,M,F	"	IDL SW	99	79	20	"	"	LAX NW*	2 82	2 15	15	Four Wkly
"	SFO P	3 45	2 50	15	M,T,F	"	IDL SS	1 21	91	15	Sa,M,T,Th,F	"	MKE NW*	2 80	2 14	15	Four Wkly
"	SEC P	3 45	2 50	15	F	"	IDL AF	1 21	91	15	Dly	"	MPS NW*	2 78	2 12	15	Four Wkly
"	IDL K	2 40	1 79	15	Th	"	IDL K	1 21	91	15	F,Sa	"	LGA NW*	2 87	2 19	15	Four Wkly
Dhahran, Saudi Arabia	LGA P	2 20	1 65	25	Frequently	"	LGA TW	1 21	91	15	Dly except T	"	SFO NW*	2 84	2 17	15	Four Wkly
"	LGA TR	2 22	1 42	15	"	"	DCA TW	1 23	93	15	M	"	PIT NW*	2 84	2 17	15	Four Wkly
"	HFD TR	2 22	1 42	15	"	"	YIP TW	1 25	95	15	Tu	"	SEC NW*	2 84	2 17	15	Four Wkly
"	LGA AO*	2 06	1 55	35	Dly	"	CHI TW	1 27	97	15	Tu	"	DCA NW*	2 85	2 17	15	Four Wkly
"	LGA TW	2 67	1 85	15	Sa,W,F	"	EWR TC	1 20	70	25	Sa,W	Hargeisa, Br. Somaliland	LGA BO	2 23	1 67	15	Sa,M,T,Th,F
"	PDX W*	3 80	2 78	"	"	Georgetown, British Guiana	IDL SR	1 21	91	"	"	"	MIA P	06	06	15	Several Dly
"	SEC W*	3 80	2 78	"	"	"	LGA P	59	45	15	M,Th	"	CHI CS	20	18	15	Dly
"	IDL S*	1 91	1 43	15	M,Th,Sa	"	MSY P	1 06	71	15	M,Th	"	YIP CS	20	18	15	Dly
"	SFO PH	3 60	2 70	15	W,Sa	"	HOU P	1 17	76	15	Sa,W	"	HOU CS	18	16	15	Dly
Douala, F. W. Africa	IDL AF	2 25	1 69	15	Weekly	"	BRO P	1 09	72	15	Sa,W	"	MSY CS	14	11	15	Dly
"	BOS AF	2 22	1 66	15	"	"	NLD P	1 24	15	Sa,W	"	STL CS	19	17	15	Dly	
"	LGA AO*	2 67	2 008	45	Dly	"	CRP P	1 12	74	15	Sa,W	"	IND CS	19	17	15	Dly
Dublin, Eire	LGA AO*	59	719	21	Dly	"	LAX P	1 45	15	Sa,W	"	BUJ CS	18	16	15	Dly	
"	LGA TR	92	63	10	"	"	LGA TW	1 21	91	15	Dly except T	"	ELD CS	19	17	15	Dly
"	HFD TR	73	63	10	"	"	DCA TW	1 23	93	15	M	"	EVV CS	18	16	15	Dly
"	IDL AF	1 15	86	15	"	"	YIP TW	1 25	95	15	Tu	"	FWA CS	20	18	15	Dly
"	BOS AF	1 12	83	15	"	"	CHI TW	1 27	97	15	Tu	"	LIT CS	20	18	15	Dly
"	IDL K	1 23	94	15	M,T,W	"	EWR TC	1 20	70	25	Sa,W	"	MEM CS	19	17	15	Dly
Durban, So. Afr.	LGA BO	2 47	1 85	15	Sa,M,T,Th,F	"	LGA P	59	45	15	M,Th	"	PUK CS	18	16	15	Dly
"	LGA AO*	2 77	2 078	30	Dly	"	HFD TR	78	68	10	"	"	PIA CS	20	18	15	Dly
Düsseldorf, Germany	IDL SS	1 17	88	20	Sa,M,W,F,Sa	"	LGA BO	1 23	92	15	Sa,M,T,Th,F	"	SHV CS	19	17	15	Dly
"	LGA BO	1 17	88	15	Sa,M,T,Th,F	"	BOS AO	1 16	1 10	15	N,W,Sa	"	HUF CS	20	18	15	Dly
"	LGA AO*	1 27	904	21	Dly	"	BOS TR	92	77	124	"	"	TOL CS	20	18	15	Dly
East London, U. of So. Africa	LGA BO	2 62	1 97	15	Sa,M,T,Th,F	"	IDL K	1 21	91	15	F,Sa	"	MKCS	21	19	15	Dly
Edmonton, Alberta, Canada	LGA T*	8 50	31	10	Dly	"	LGA TW	1 23	93	15	M	"	SFO CS	20	18	15	Dly
"	LGA AO*	1 17	86	15	M,W,Sa	"	YIP TW	1 25	95	15	Tu	"	MIA K	08	06	15	M,T,Sa
"	BOS AO*	1 16	86	15	M	"	CHI TW	1 27	97	15	Tu	"	LGA EA	08	06	15	Dly
Ellenbeville, Belgian Congo	LGA AO*	2 48	1 861	30	Dly	"	EWR TC	1 20	70	25	Sa,W	"	LGA EA	144	144	15	Dly
"	IDL S	2 23	1 67	15	M,Th,Sa	"	LGA P	59	45	15	M,Th	"	MSY N	08	05	10	Dly
Entebbe, British Uganda	IDL S	2 23	1 67	15	M,Th,Sa	"	HOU P	1 17	76	15	Sa,W	"	TPA N	09	07	10	Dly
Esmeraldas, Ecuador	MIA P	78	58	10	T	"	BRO P	1 09	72	15	Sa,W	"	DCA N	164	13	10	Dly
"	MSY P	89	68	15	T	"	NLD P	1 24	15	Sa,W	"	"	IDL N	16	14	10	Dly
"	HOU P	89	68	15	M	"	CRP P	1 12	83	15	"	"	"	"	"	"	
"	BRO P	89	68	15	M	"	LAX P	1 45	15	Sa,W	"	"	"	"	"	"	
"	CRP P	89	68	15	M	"	LGA TW	1 23	93	15	M	"	"	"	"	"	
"	NLD P	1 12	15	M	"	"	DCA TW	1 23	93	15	M	"	"	"	"	"	
"	LAX P	1 22	92	15	M	"	YIP TW	1 25	95	15	Tu	"	"	"	"	"	
Gothenburg, Sweden	IDL SS	1 25	94	20	Dly												

INTERNATIONAL CARGO TABLES — Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	Per Lb. (Over 100 Lbs.)	Per 100 Lbs.	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Over 100 Lbs.)	Per 100 Lbs.	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Over 100 Lbs.)	Per 100 Lbs.	Per \$100 Value	Depart
Havana, Cuba (Continued)						Ilorin, Nigeria						Khartoum, Anglo- Egypt, Sudan					
BAL N		17	13	10	Dly	LGA BO		2 13	1 60	15	Sa,M,T,Th,F	LGA BO		2 05	1 54	15	Sa,M,T,Th,F
CHS N		13	09	10	Dly	IDL SS		2 14	1 62	15	M,Th,Sa	IDL SS		2 05	1 54	15	Sa,M,W,F,Sa
JAN N		11	08	10	Dly	MIA P		72	49	15	Dly	IDL AF		2 05	1 54	15	Thrice Wkly
MOB N		13	06	10	Dly	LGA P		82	60	15	Dly	PDX W		2 01	1 51	15	"
ORF N		15	12	10	Dly	MSY P		1 12	...	15	Dly	LGA AO*		2 04	1 53	15	Dly
EWR N		12	09	10	Dly	HOU P		1 23	...	15	Dly	LGA BO		2 03	1 52	15	Sa,M,T,Th,F
KRN N		18	14	10	Dly	BRO P		1 15	...	15	Dly	LGA AO*		2 24	1 04	30	Dly
PHL N		17	13	10	Dly	CRP P		1 18	...	15	Dly	IDL 8		2 32	1 67	...	M,Th,Sa
BRO B		21	19	10	Sa,T,Th	NLD P		1 17	...	15	Dly	MIA P		20	15	15	Dly
CHI B		26	24	10	Sa,T,Th	LAX P		1 42	...	15	Dly	CHI CS		32	22	15	Sa,T,Th,Sa
CBI B		20	18	10	Sa,T,Th							PDX CS		31	21	15	Sa,T,Th,Sa
DAL B		20	18	10	Sa,T,Th							ELC CS		31	21	15	Sa,T,Th,Sa
FTW B		21	19	10	Sa,T,Th							EVV CS		30	20	15	Sa,T,Th,Sa
HOU B		18	16	10	Sa,T,Th							FWA CS		32	22	15	Sa,T,Th,Sa
LBD B		22	20	10	Sa,T,Th							GRW CS		30	19	15	Sa,T,Th,Sa
SAT B		20	18	10	Sa,T,Th							HOT CS		33	23	15	Sa,T,Th,Sa
ELP A*		26	22	10	Dly							HOU CS		30	20	15	Sa,T,Th,Sa
LAX A*		32	28	10	Dly							IND CS		31	21	15	Sa,T,Th,Sa
SFO A*		34	31	10	Dly							JAN CS		29	19	15	Sa,T,Th,Sa
HOU SK*		See Note SK										LIT CS		31	21	15	Sa,T,Th,Sa
MSY SK*		See Note SK										MEM CS		29	19	15	Sa,T,Th,Sa
Helsinki, Finland						Itepec, Mexico						Kauua, Kenya					
LGA AO		1 41	1 06	15	M,W,F	MIA P		68	...	15	Dly	IDL AF		2 23	1 67	...	B.E.A.
BOS AO		1 38	1 03	15	F	MSY P		64	...	15	Dly	LGA AO*		1 46	1 13	15	M,W,Sa
IDL SS		1 41	1 06	29	Dly	HOU P		44	...	15	Dly	BOS AO		1 42	1 02	21	M
LAX F		34	16	15	Dly	BRO P		36	...	15	Dly	LGA BO		2 03	1 52	15	Sa,M,T,Th,F
MIA P		15	11	15	Dly	CRP P		39	...	15	Dly	LGA AO		2 02	1 51	30	Dly
Hong Kong, Br.						Jaipur, India						Kisumu, Kenya					
LGA P		2 59	2 13	15	Sa,T,W	LGA AO*		2 39	1 87	30	Dly	IDL 8		1 25	94	15	T,W,Th,Sa
BOS P		2 56	2 10	15	Sa,T,W							IDL K		1 25	94	15	Sa,T,Th,Sa
PDX P		2 50	1 88	15	F							IDL S		1 15	94	15	Th
SEC P		2 50	1 88	15	F							LGA AO*		1 25	97	15	Th
SFO P		2 50	1 88	15	Dly							CHI NW*		3 01	2 35	15	Four Wkly
SFO P		2 50	1 88	15	Dly							CLE NW*		3 04	2 37	15	Four Wkly
OAK PH		2 37	1 78	15	W,Sa							YIP NW*		3 03	2 36	15	Four Wkly
HUR PH		2 30	1 70	15	W,Sa							MPS NW*		2 99	2 23	15	Four Wkly
LGA PH		2 60	1 94	15	T,F							LGA NW*		2 62	2 00	15	Four Wkly
CHI PH		2 54	1 91	15	T,F							PIT NW*		2 60	1 98	15	Four Wkly
CLE PH		2 56	1 92	15	T,F							PDX NW*		2 60	1 88	15	Four Wkly
YIP PH		2 53	1 92	15	T,F							SEC NW*		2 60	1 88	15	Four Wkly
LAX PH		2 37	1 78	15	T,F							SFO NW*		2 60	1 88	15	Four Wkly
PDX PH		2 37	1 78	15	T,F							SEC NW*		2 60	1 88	15	Four Wkly
SEC PH		2 37	1 78	15	T,F							DCA NW*		2 71	2 05	15	Four Wkly
MKE PH		2 54	1 91	15	T,F							LAX W*		2 60	1 80	30	"
DCA PH		2 56	1 92	15	T,F							PDX W*		2 60	1 80	30	"
LGA BO		2 84	2 13	15	Sa,M,T,Th,F							SEC W*		2 60	1 80	30	"
IDL AF		2 84	2 13	15	Sa,M,T,Th,F							KWRTC		2 40	2 30	15	Frequently
BOS AF		2 81	2 10	15	F							HOU A*		2 63	1 94	15	Dly
CHI NW*		2 66	2 00	15	Four Wkly							CHI A*		2 54	1 91	15	Dly
CLE NW*		2 68	2 02	15	Four Wkly							CLE A*		2 56	1 92	15	Dly
YIP NW*		2 68	2 01	15	Four Wkly							YIP A*		2 53	1 92	15	Dly
LAX NW*		2 60	1 88	15	Four Wkly							LGA A*		2 60	1 94	15	Dly
MKE NW*		2 66	2 00	15	Four Wkly							DCA A*		2 56	1 94	15	Dly
MPS NW*		2 64	1 86	15	Four Wkly							OAK TR		1 89	1 51	20	"
LGA NW*		2 73	2 05	15	Four Wkly							Kuala Lumpur, Malaysia					
PIT NW*		2 70	2 03	15	Four Wkly							LAX P		71	57	15	Dly
PDX NW*		2 60	1 88	15	Four Wkly							SFO P		71	57	15	Dly
SFO NW*		2 60	1 88	15	Four Wkly							PDX P		71	57	15	M,F
SEC NW*		2 60	1 88	15	Four Wkly							SEC P		71	57	15	M,F
DCA NW*		2 71	2 05	15	Four Wkly							LAX U		71	57	10	Dly
LAX W*		2 60	1 80	30	"							SFO U		71	57	10	Dly
PDX W*		2 60	1 80	30	"							CLE NW		88	71	15	Thrice Wkly
SEC W*		2 60	1 80	30	"							YIP NW		89	72	15	Thrice Wkly
KWRTC		2 40	2 30	15	Frequently							MKE NW		88	71	15	Thrice Wkly
HOU A*		2 63	1 94	15	Dly							MPS NW		84	69	15	Thrice Wkly
CHI A*		2 54	1 91	15	Dly							LGA NW		94	76	15	Thrice Wkly
CLE A*		2 56	1 92	15	Dly							PIT NW		91	74	15	Thrice Wkly
YIP A*		2 53	1 92	15	Dly							PDX NW		71	57	15	Thrice Wkly
LGA A*		2 60	1 94	15	Dly							SEC NW		71	57	15	Thrice Wkly
DCA A*		2 56	1 94	15	Dly							GEO NW		74	60	15	Thrice Wkly
OAK TR		1 89	1 51	20	"							DCA NW		80	75	15	Thrice Wkly
Honolulu, T.H.						Kuala Lumpur, Malaysia						Kuala Lumpur, Malaysia					
LAX P		71	57	15	Dly							CHI A*		80	73	15	Dly
SFO P		71	57	15	Dly							YIP A*		80	73	15	Dly
PDX P		71	57	15	M,F							LGA A*		84	76	15	Dly
SEC P		71	57	15	M,F							PH A*		94	76	15	Dly
LAX U		71	57	10	Dly							VR BC		82	61	15	M,Alt,Tha,F
SFO U		71	57	10	Dly							OAK TR		82	61	07	"
CLE NW		88	71	15	Thrice Wkly							Lima, Peru					
YIP NW		89	72	15	Thrice Wkly							LGA P		1 75	...	15	F
MKE NW		88	71	15	Thrice Wkly							MIA P		1 51	...	15	F
MPS NW		84	69	15	Thrice Wkly							MSY P		1 51	...	15	F
LGA NW		94	76	15	Thrice Wkly							HOU P		1 92	...	15	Th
PIT NW		91	74	15	Thrice Wkly							BRO P		1 84	...	15	Th
PDX NW		71	57	15	Thrice Wkly							CRP P		1 87	...	15	Th
SEC NW		71	57	15	Thrice Wkly							NLD P		1 86	...	15	Th
GEO NW		74	60	15	Thrice Wkly							LAX P		2 14	...	15	Th
DCA NW		80	75	15	Thrice Wkly							Ketchikan, Alaska					
CHI A*		80	73	15	Dly							LGA BO		2 13	1 60	15	Dly
CLE A*		80	73	15	Dly							IDL 8		2 22	1 60	15	Dly
YIP A*		80	73	15	Dly							Khartoum, Anglo- Egypt, Sudan					
LGA A*		84	76	15	Dly							LGA BO		2 05	1 54	15	Sa,M,T,Th,F
PH A*		94	76	15	Dly							IDL SS		2 05	1 54	15	Sa,M,W,F,Sa
VR BC		82	61	15	M,Alt,Tha,F							PDX W		2 01	1 51	15	Thrice Wkly
OAK TR		82	61	07	"							LGA AO*		2 04	1 53	15	Dly
Iguazu Falls, Brazil						Khartoum, Anglo- Egypt, Sudan						Khartoum, Anglo- Egypt, Sudan					
LGA P		1 75	...	15	F							LGA BO		2 05	1 54	15	Sa,M,T,Th,F
MIA P		1 51	...	15	F							IDL SS		2 05	1 54	15	Sa,M,W,F,Sa
MSY P		1 51	...	15	F							PDX W		2 01	1 51	15	Thrice Wkly
HOU P		1 92	...	15	Th							LGA AO*		2 04	1 53	15	Dly
BRO P		1 84	...	15	Th							LGA BO		2 03	1 52	15	Sa,M,T,Th,F
CRP P		1 87	...	15	Th							LGA AO*		2 24	1 04	30	Dly
NLD P		1 86	...	15	Th							IDL 8		2 32	1 67	...	M,Th,Sa
LAX P		2 14	...	15	Th							MIA P		20	15	15	Dly
Khartoum, Anglo- Egypt, Sudan						Khartoum, Anglo- Egypt, Sudan						Khartoum, Anglo- Egypt, Sudan					
LGA BO		2 05	1 54	15	Sa,M,T,Th,F							CHI CS		32	22	15	Sa,T,Th,Sa
IDL SS		2 05	1 54	15	Sa,M,W,F,Sa							PDX CS		31	21	15	Sa,T,Th,Sa
PDX W		2 01	1 51	15	Thrice Wkly							ELC CS		31	21	15	Sa,T,Th,Sa
LGA AO*		2 04	1 53	15	Dly							EVV CS		30	20	15	Sa,T,Th,Sa
LGA BO		2 03	1 52	15	Sa,M,T,Th,F							FWA CS		32	22	15	Sa,T,Th,Sa

INTERNATIONAL CARGO TABLES — Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Zachow, China	CHI NW*	2.96	2.30	.15	Four Wkly	London, Eng., Cont'd	LGA TR	.70	.60	10		Manchester, England	LGA AO*	1.03	.769	.21	Dly
"	CIP NW*	2.88	2.31	.15	Four Wkly	"	HFD TR	.70	.60	10		"	IDL K	1.01	.76	.15	M,T,W
"	LAX NW*	2.80	2.18	.15	Four Wkly	"	IDL SW	.87	.70	.20		"	IDL SS	1.04	.78	.20	Dly
"	MKE NW*	2.86	2.30	.15	Four Wkly	"	LGA BO	1.03	.77	.20	Sa,M,T,Th,F	"	AF	1.15	.86	.15	T,W
"	MPS NW*	2.94	2.28	.15	Four Wkly	"	IDL SS	1.03	.77	.20	Dly	"	BOS AF	1.12	.85	.15	
"	LGA NW*	3.03	2.35	.15	Four Wkly	"	ROS AF	1.06	.79	.20	Dly						
"	PIT NW*	3.00	2.33	.15	Four Wkly	"	IDL K	1.13	.85	.15	Dly						
"	PDX NW*	2.80	2.18	.15	Four Wkly	"	CLT T	.87	.73	.15	Dly						
"	SFO NW*	2.80	2.18	.15	Four Wkly	"	QFT T	.81	.64								
"	SEC NW*	2.80	2.18	.15	Four Wkly	"	EWRT C	.70	.60	.25							
"	DCA NW*	3.01	2.33	.15	Four Wkly	"	HUR PH	3.42	2.87	.15	W,Sa						
La Paz, Bolivia	MIA P	1.15	.85	.15	Dly except T	London, Ont., Canada	LGA T*	2.14	.0555	.10	Dly						
"	MSY P	1.31	.88	.15	Dly except M	"	IDL SS	1.41	.106	.20	Dly						
"	HOU P	1.36	1.02	.15	Dly except M	"	LGA AO*	1.41	1.055	.15							
"	BRO P	1.32	.99	.15	Dly except M	Luxemburg, Belgian Congo	IDL S	2.23	1.67	.	M,Th,Sa						
"	CRP P	1.31	1.01	.15	Dly except M	Lusaka, Northern Rhodesia	LGA BO	2.23	1.67	.15	Sa,M,T,Th,F						
"	NLD P	1.30	.98	.15	Dly except M	"	IDL S	1.14	.86	M,Th,Sa							
"	LAX P	1.49	1.12	.15	Dly except M	Luxemburg, Belgian Congo	LGA AO*	1.90	1.421	.30	Dly						
"	EWRT C	1.42	1.24	.	Frequently	"	LGA BO	1.90	1.43	.20	Sa,M,T,Th,F						
						Luxor, Egypt	LGA TR	1.88	.97	.15							
						Lydda, Israel	HFD TR	1.74	.30	.15							
						"	IDL AF	1.74	.30	.15							
						"	BOS AF	1.71	.27	.15							
						"	LGA AO*	2.09	1.546	.30	Dly						
						"	EWRT C	1.90	1.35								
						"	IDL K	1.63	1.12	.15							
						"	IDL S*	1.62	1.12		M,Th,Sa						
						"	IDL AF	1.16	.87	.15							
						"	BOS AF	1.13	.85	.15	M,Th,Sa						
						"	LGA AO*	1.56	1.07	.21	M,W,Sa						
						"	BOS AO*	1.13	.852	.21	M,W,Sa						
						"	LGA P	1.42	.15	M,W,Sa							
						"	MIA P	1.36	.15	M,W,Sa							
						"	MSY P	1.51	.15	M,W,Sa							
						"	HOU P	1.44	.15	Sa,T,F							
						"	BRO P	1.46	.15	Sa,T,F							
						"	CRP P	1.49	.15	Sa,T,F							
						"	NLD P	1.60	.15	Sa,T,F							
						"	LAX P	1.86	.15	Sa,T,F							
						"	BOS P			Sa							
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INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Mayaguez, Puerto Rico	EWR TC	35	20	15	Frequently	Monrovia, Brazil	LGA P	1.41	1.15	15	Sa	Okinawa, Continued	LAX P	2.50	1.88	15	Sa, W, F
Mayaguez, Cuba	MIA P	17	13	15	Dly	"	MSY P	1.21	1.05	15	Sa	"	SFO P	2.50	1.88	15	M, Th, F
Manzanillo, Mexico	HOU P	55	15	15	Dly	"	HOU P	1.45	1.15	15	F	"	PDX P	2.50	1.88	15	F
"	BRO P	47	15	15	Dly	"	BRO P	1.53	1.15	15	F	"	SEC P	2.50	1.88	15	F
"	CRP P	50	15	15	Dly	"	CRP P	1.56	1.15	15	F	"	OAK TR	1.92	1.40	124	W, Sa
"	LAX P	45	34	15	Dly	"	LAX P	1.76	1.15	15	F	"	SFO PH	2.37	1.78	15	W, Sa
Medan, Sumatra	LGA BO	2.84	2.13	15	Sa, M, T, Th, F	"	NLD P	1.54	1.15	15	F	"	OAK PH	2.37	1.78	15	W, Sa
Medellin, Colombia	MIA P	59	40	15	Dly	Mulhouse, France	LGA AO*	1.21	1.01	15	Dly	"	LAX PH	2.37	1.78	15	T, F
"	LGA P	70	51	15	Dly	"	BOS AO*	1.18	1.01	15	M	"	PDX PH	2.37	1.78	15	T, F
"	MSY P	67	52	15	Dly	"	IDL AF	1.21	1.01	15	Dly	"	SEC PH	2.37	1.78	15	T, F
"	HOU P	70	54	15	Dly	"	BOS AF	1.18	1.01	15	Dly	"	HJR PH	1.70	1.34	15	W, Sa
"	BRO P	70	54	15	Dly	Munich, Germany	LGA P	1.28	1.02	15	T, W, Sa	"	LGA PH	2.60	1.94	15	T, F
"	CRP P	70	54	15	Dly	"	BOS P	1.25	1.02	15	T, W, Sa	"	CLE PH	2.56	1.92	15	T, F
"	LAX P	70	54	15	Dly	"	LGA AO*	1.31	1.05	21	Dly	"	YIP PH	2.55	1.92	15	T, F
"	NLD P	1.09	1.09	15	Dly	"	IDL SS	1.28	1.06	20	Sa, M, W, F, Sa	"	CHI PH	2.54	1.91	15	T, F
"	LAX P	1.08	78	15	Dly	"	IDL AF	1.28	1.06	15	Dly	"	MKE PH	2.54	1.91	15	T, F
Merida, Mexico	MIA P	26	19	15	Dly	"	BOS AF	1.25	1.03	15	Dly	"	DCA PH	2.59	1.94	15	T, F
"	HOU P	61	15	15	Dly	Nairobi, Kenya	LGA AO*	2.31	1.72	30	Dly	"	BOS A*	2.59	1.94	15	Dly
"	BRO P	53	15	15	Dly	"	LGA BO	2.23	1.07	15	M, Th, F	"	CLE A*	2.56	1.92	15	Dly
"	CRP P	53	15	15	Dly	"	IDL AF	2.23	1.07	15	Dly	"	YIP A*	2.55	1.92	15	Dly
"	LAX P	53	15	15	Dly	"	BOS AF	2.20	1.04	15	Dly	"	DCA A*	2.59	1.94	15	Dly
"	DAL A	58	15	15	Dly	"	IDL S	2.23	1.07	20	M, Th, Sa	"	LGA AO*	1.43	1.075	21	Dly
"	FTW B	58	15	15	Dly	"	SFO BO*	1.75	1.31	15	Sa, M, T, Th, F	"	BOS AO*	1.40	1.085	21	Sa, Th
"	LRD B	42	15	15	Dly	"	SFO BC	1.75	1.31	15	M, Th, F	"	BOS AF	1.34	1.00	15	Sa
"	SAT A	40	15	15	Dly	"	HJR BC	1.04	75	15	M, Th, F	"	MIA P	1.18	86	15	Sa, M, W, F
Mexicali, Mexico	LAX P	12	15	15	Dly	"	VLA P	1.86	1.39	15	M, F, Sa, Th, F	"	MSY P	1.34	1.01	15	Sa, M, W, F
Mexico City, Mexico	MIA P	44	32	15	Dly	Nanking, China	CHI NW*	2.71	2.05	15	Four Wkly	"	HOU P	1.31	1.01	15	M, T, Th, Sa
"	MSY P	61	15	15	Dly	"	YIP NW*	2.74	2.07	15	Four Wkly	"	CRP P	1.36	1.02	15	M, T, Th, Sa
"	BRO P	13	15	15	Dly	"	MKE NW*	2.71	2.05	15	Four Wkly	"	NLD P	1.35	1.13	15	M, T, Th, Sa
"	BRO P	11	15	15	Dly	"	MPS NW*	2.69	2.03	15	Four Wkly	"	LAX P	1.33	1.13	15	M, T, Th, Sa
"	CRP P	12	15	15	Dly	"	LGA NW*	2.78	2.10	15	Four Wkly	"	IDL SS	1.19	90	20	Dly
"	LAX P	35	15	15	Dly	"	PIT NW*	2.75	2.08	15	Four Wkly	"	LGA TR	1.19	90	15	Sa, W
"	MSY TA	51	30	15	M, W, F	"	PDX NW*	2.75	1.93	15	Four Wkly	"	BOS AO*	1.19	90	15	M, Th, Sa
"	DAL A	20	15	15	Dly	"	SEC NW	2.55	1.93	15	Four Wkly	"	IDL S	1.19	90	15	M, Th, Sa
"	LAX A	38	15	15	Dly	"	DCA NW	2.76	2.08	15	Four Wkly	"	LGA TR	1.00	82	124	Dly
"	ELP A	35	15	15	Dly	"	LAX NW*	2.55	1.93	15	Four Wkly	"	HFD TR	1.00	82	124	Dly
"	SAT A	30	15	15	Dly	"	SFO NW*	2.55	1.93	15	Four Wkly	"	LGA BO	1.19	90	15	Sa, M, T, Th, F
"	HOU SK*	See Note SK				Naples, Italy	LGA AO*	1.43	1.067	21	Dly	"	IDL AF	1.27	95	15	Sa, W, Th, F
"	MSY SK*	See Note SK				"	IDL S	1.39	1.05	15	M, Th, Sa	"	BOS AF	1.24	92	15	Dly
Midway Island	LAX P	1.18	89	15	Sa, T, W, Th, F	Nassau, Bahamas	MIA P	1.07	68	15	Dly	"	IDL K	1.10	90	15	Dly
"	SFO P	1.18	89	15	Sa, T, W, Th, F	"	YTO T	23	21	15	Dly	"	EWR TC	1.00	80	25	Dly
"	PDX P	1.18	89	15	Sa, T, W, Th, F	"	EWR TC	14	12	15	Frequently	"	LGA P	1.45	1.15	15	Sa, Th, Sa
"	SEC P	1.18	89	15	Sa, T, W, Th, F	"	MIA P	1.25	1.15	15	Sa, Th, Sa	"	MSY P	1.45	1.15	15	W, F, Sa
"	OAK TR	1.06	77	074	Dly	Natal, Brazil	LGA P	1.45	1.15	15	W, F, Sa	"	HOU P	1.45	1.15	15	W, F, Sa
Milan, Italy	IDL AF	1.31	98	15	Dly	"	MSY P	1.45	1.15	15	W, F, Sa	"	BRO P	1.45	1.15	15	W, F, Sa
"	BOS AF	1.28	98	15	Dly	"	HOU P	1.45	1.15	15	W, F, Sa	"	CRP P	1.57	1.15	15	W, F, Sa
"	IDL SW	1.06	85	20	Dly	"	BRO P	1.45	1.15	15	W, F, Sa	"	NLD P	1.55	1.15	15	W, F, Sa
"	LGA AO*	1.31	98	15	Dly	"	CRP P	1.57	1.15	15	W, F, Sa	"	LAX P	1.80	1.20	15	W, F, Sa
"	LGA TR	1.31	98	15	M, Th, Sa	"	NLD P	1.55	1.15	15	W, F, Sa	"	EWR TC	1.40	1.20	15	Frequently
"	LGA TR	1.00	85	15	Dly	N'Dola, Rhodesia	IDL S	2.23	1.67	15	M, Th, Sa	"	IDL S	2.23	1.67	15	M, Th, Sa
"	HFD TR	1.00	85	15	Dly	"	LGA BO	2.23	1.67	15	Sa, M, T, Th, F	"	LGA BO	2.23	1.67	15	Sa, M, T, Th, F
"	IDL SS	1.31	98	20	Sa, M, W, F, Sa	"	BOS AF	2.23	1.67	15	Weekly	"	BOS AF	2.23	1.67	15	Weekly
"	LGA BO	1.31	98	15	Sa, M, T, Th, F	Niamey, Fr. W. A. L.	LGA AO*	1.27	947	21	Dly	"	IDL S	1.23	92	15	M, Th, Sa
"	IDL K	1.31	98	15	Sa, M, T, Th, F	"	IDL AF	1.23	92	15	Dly	"	IDL SS	1.23	92	15	M, Th, Sa
Minatitlan, Mexico	MIA P	51	15	15	Dly	Nice, France	IDL AF	1.23	92	15	Dly	"	BOS AF	1.20	89	15	Dly
"	MSY P	47	15	15	Dly	"	IDL S	1.23	92	15	Dly	"	IDL SR	1.23	92	15	Sa, M, T, Th, F
"	HOU P	44	15	15	Dly	"	IDL AF	1.23	92	15	Dly	"	IDL K	1.23	92	15	M, Th, Sa
"	BRO P	35	15	15	Dly	"	BOS AF	1.20	89	15	Dly	"	LGA AO*	1.73	1.296	30	Dly
"	CRP P	39	15	15	Dly	"	IDL S	1.23	92	15	Dly	"	BOS AO*	1.73	1.296	30	Sa, Th
"	LAX P	79	15	15	Dly	"	SR	1.23	92	15	Dly	"	LGA BO	1.60	1.27	15	Sa, M, T, Th, F
Mogadishu, Italian Somaliland	LGA BO	2.23	1.67	15	Sa, M, T, Th, F	Nome, Alaska	OAK TR	1.74	444	15	Dly	"	SEC P	1.55	23	15	Sa, W
Monte Carlo, Monaco	LGA BO	1.23	92	15	Sa, M, T, Th, F	Norrkoping, Sweden	IDL SS	1.28	97	20	Dly	"	OAK TR	1.74	444	15	Dly
Montego Bay, Jamaica	MIA P	20	15	15	T, Sa	North Bay, Out. Canada	LGA T*	2.64	0755	10	Dly	"	LAX P	2.01	1.52	15	M, Th
Monterrey, Mexico	MIA P	53	36	15	Dly	Noumea, New Caledonia	SFO P	2.01	1.52	15	M, Th	"	SFO P	2.01	1.52	15	M, Th
"	LGA P	64	47	15	Sa, Th	"	PDX P	2.01	1.52	15	M	"	PDX P	2.01	1.52	15	M
"	HOU P	1.21	15	15	Dly	"	SEC P	2.01	1.52	15	M	"	SEC P	2.01	1.52	15	M
"	BRO P	1.13	15	15	Dly	Nueva Gerona (Ile de Pines), Cuba	MIA EA	14	15	Dly	"	MIA EA	14	15	Dly		
"	CRP P	1.16	15	15	Dly	Nueva Ocotepaque, Hum.	MSY TA	47	36	15	M, W, F						
"	NLD P	1.15	15	15	Dly	"	MEX TA	37	21	15	T, Th, Sa						
"	LAX P	1.40	15	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"
Montevideo, Uruguay	LGA P	1.62	93	15	Twice Dly	Oaxaca, Mexico	MIA P	71	15	15	Dly	"	MIA P	1.33	1.05	15	T, Th, Sa
"	HOU P	1.51	89	15	Dly	"	MSY P	68	15	15	Dly	"	MIA P	1.33	1.05	15	T, Th, Sa
"	MSY P	1.55	15	15	Dly	"	HOU P	38	15	15	Dly	"	MIA P	1.33	1.05	15	T, Th, Sa
"	HOU P	1.78	15	15	Dly	"	BRO P	30	15	15	Dly	"	MIA P	1.33	1.05	15	T, Th, Sa
"	BRO P	1.68	15	15	Dly	"	CRP P	32	15	15	Dly	"	MIA P	1.33	1.05	15	T, Th, Sa
"	CRP P	1.71	15	15	Dly	"	LAX P	76	15	15	Dly	"	MIA P	1.33	1.05	15	T, Th, Sa
"	NLD P	1.68	15	15	Dly	"	"	"	"	"	"	"	MIA P	1.33	1.05	15	T, Th, Sa
"	LAX P	1.68	20	15	Dly	Okinawa	EDP NW	2.35	1.78	15	Four Wkly	"	MIA P	1.33	1.05	15	T, Th, Sa
"	EWR TC	1.55	83	15	Frequently	"	CHI NW	2.66	2.00	15	Four Wkly	"	MIA P	1.33	1.05	15	T, Th, Sa
Montreal, Que., Canada	LGA C	06	1135	10	Dly	"	CLE NW	2.69	2.02	15	Four Wkly	"	MIA P	1.33	1.05	15	T, Th, Sa
"	CHI TA	3.59	088	10	Dly	"	YIP NW	2.68	2.01	15	Four Wkly	"	MIA P	1.33	1.05	15	T, Th, Sa
"	LGA NE*	2.29	10	10	Dly	"	LAX NW	2.66	2.00	15	Four Wkly	"	MIA P	1.33	1.05	15	T, Th, Sa
"	BOS NE*	1.80	10	10	Dly	"	LAX NW	2.66	2.00	15	Four Wkly	"	MIA P	1.33	1.05	15	T, Th, Sa
Moscow, USSR	LGA AO*	1.71	1.36	15	Sa, M, W, F	"	MKE NW	2.66	2.00	15	Four Wkly	"	MIA P	1.33	1.05	15	T, Th, Sa
"	IDL SS	1.72	1.29	20	Dly	"	LGA NW	2.73	2.03	15	Four Wkly	"	MIA P	1.33	1.05	15	T, Th, Sa
"	"	"	"	"	"	"	PIT NW	2.70	2.03	15	Four Wkly	"	MIA P	1.33	1.05	15	T, Th, Sa
"	"	"	"	"	"	"	PDX NW	2.50	1.88	15							

INTERNATIONAL CARGO TABLES — Continued

RATES (See Note)										RATES (See Note)										RATES (See Note)									
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart												
Peking, China	CHI NW	2.85	3.19	.15	Four Wkly	Puerto Cortez	MSY TA	.45	.34	...	M.W.F	St. Croix, Virg. Is.	LGA P	.38	.32	...	Th,Sa												
"	LLE NW	2.88	3.21	.15	Four Wkly	Hond.	MEX TA	.25	.19	...	T,Th,Sa	St. John, N. B.	BOS T	2.14	.056	...	Dly												
"	YU NW	2.87	3.20	.15	Four Wkly	Puerto Suarez,	BOLIA P	1.32	.99	.15	M.W.F	St. Johns, Antigua,	LGA P	.46	.41	.15	Th,Sa												
"	LAX NW	2.97	3.07	.15	Four Wkly	Bolivia	BOLIA P	1.44	1.08	.15	M.W.F	B.W.I.	BRO P	.45	.43	.15	Th,Sa												
"	MKE NW	2.85	3.19	.15	Four Wkly	"	LAX P	1.58	1.19	.15	Sa,T,F	"	MSY P	.96	...	.15	Th,Sa										
"	SPB NW	2.87	3.19	.15	Four Wkly	"	HOU P	1.49	1.12	.15	Sa,T,F	"	HOU P	1.18	...	.15	W.F.										
"	SFO NW	2.97	3.07	.15	Four Wkly	"	CRP P	1.40	1.0	.15	Sa,T,F	"	BRO P	1.10	...	.15	W.F.										
"	SEC NW	2.97	3.07	.15	Four Wkly	"	NLD P	1.81	...	.15	Sa,T,F	"	CRP P	1.10	...	.15	W.F.								
"	DCA NW	2.90	2.22	.15	Four Wkly	Quindio, Colombia	MIA P	.62	.42	.15	Sa,T,F	"	NLD P	1.12	...	.15	W.F.										
"	LGA NW	2.62	.94	...	Four Wkly	"	MSY P	1.14	...	.15	Sa,T,F	"	LAX P	.33	...	.15	W.F.								
"	PIT NW	2.97	3.22	.15	Four Wkly	"	LAX P	1.27	...	.15	M,Th,Sa	St. Johns, N. F.	LGA	.42	.32	...	Th,W,F,Sa										
"	PDX NW	2.97	3.22	.15	Four Wkly	"	BRO P	1.19	...	.15	Sa,T,F	"	BOS T	4.89	.1655	...	Dly										
Peru, Colombia	MIA P	.64	.43	.15	Dly	"	CRP P	1.22	...	.15	M,Th,Sa	St. Lucia, B.W.I.	LGA P	.54	.47	.15	Th,Sa										
"	LGA P	.75	.54	.15	Dly	"	NLD P	1.21	...	.15	M,Th,Sa	"	MIA P	.83	.58	.15	Th,Sa										
"	MSY P	1.03	...	.15	Dly	"	LAX P	1.46	...	.15	M,Th,Sa	"	MSY P	1.00	...	.15	Th,Sa						
"	HOU P	1.14	...	.15	Dly	Quito, Ecuador	MIA P	.74	.55	.15	Dly except Su	"	HOU P	1.15	.75	.15	W.F.										
"	BRO P	1.06	...	.15	Dly	"	MSY P	.82	.63	.15	Dly except Th	"	BRO P	1.07	.71	.15	W.F.										
"	CRP P	1.00	...	.15	Dly	"	BRO P	.85	.65	.15	Dly except Th	"	CRP P	1.10	.72	.15	W.F.										
"	NLD P	1.08	...	.15	Dly	"	CRP P	.85	.65	.15	Dly except Th	"	NLD P	1.18	...	.15	W.F.								
"	LAX P	1.33	...	.15	Dly	"	NLD P	1.11	...	.15	Dly except Th	"	LAX P	1.39	...	.15	W.F.						
Pisa, Italy	IDL SW	1.08	.30	.20	...	"	LAX P	1.11	...	.15	Dly except Th	St. Thomas	LGA P	.33	.29	.15	Th,Sa										
Porto Alegre, Br.	IDL AF	2.02	1.52	.15	Weekly	"	MSY SK	See Note SK			Virgin Is. (U.S.)	MIA P	.22	.18	...	Th,Sa													
"	BOS AF	1.99	1.49	.15	Weekly	"	MSY SK	See Note SK			"	EWRT TC	.35	.30	...	Frequently													
Puerto Rico	EWRT TC	.30	.30	...	Frequently	Rabat, Fr.	IDL AF	1.56	1.17	.15	Dly	LGA BO	2.23	1.67	.15	Sa,M,T,Th,F													
Popayan, Colombia	MIA P	.64	.43	.15	Dly	Morocco	BOS AF	1.52	1.14	.15	Dly	"	LGA AO*	1.52	1.32	...	Dly												
"	LGA P	.75	.57	.15	Dly	"	LGA BO	2.59	1.94	.15	Sa,M,T,Th,F	Salta, Argentina	MIA P	.29	.38	.15	F												
"	MSY P	1.03	...	.15	Dly	Rangoon, India	LGA P	1.48	...	.15	Dly except F	"	AO*	1.42	1.07	.15	F								
"	HOU P	1.14	...	.15	Dly	Recife (Pernambuco)	MIA P	1.39	...	.15	Dly except F	"	HOU P	1.48	1.10	.15	Th								
"	BRO P	1.06	...	.15	Dly	Brazil	MSY P	1.50	...	.15	Dly except F	"	CRP P	1.44	1.08	.15	Th								
"	CRP P	1.00	...	.15	Dly	"	HOU P	1.64	...	.15	Dly except Th	"	NLD P	1.46	...	.15	Th						
"	NLD P	1.08	...	.15	Dly	"	CRP P	1.56	...	.15	Dly except Th	"	LAX P	1.65	1.18	.15	Th								
"	LAX P	1.33	...	.15	Dly	"	LAX P	1.84	...	.15	Dly except Th	San Ignacio de	MIA P	1.28	.96	.15	M.F.								
Port au Prince,	MIA P	.17	.15	.15	Dly	Rogies, Sask.,	LGA T*	7.00	.25	.10	Dly	Velasco, Bolivia	MSY P	1.41	1.66	.15	M.F.												
Haiti	LGA P	.31	.44	.15	Dly	Canada	Reunion Island	IDL AF	2.98	2.24	.15	Weekly	"	HOU P	1.46	1.10	.15	Sa,Th											
"	MIA K	.25	.19	.15	Sa	"	BOS AF	2.95	2.21	.15	Weekly	"	BRO P	.42	.67	.15	Sa,Th												
"	EWRT TC	.45	.35	...	Frequently	"	LGA BO	.85	.50	...	Frequently	"	CRP P	1.44	1.08	.15	Sa,Th												
Port Bell, Uganda	MIA K	.25	.19	.15	Sa	Reykjavik, Iceland	LGA AO	.77	.58	.15	M,W	San Jose, Bolivia	LAX P	1.49	...	.15	Sa,Th										
Port Elizabeth,	LGA AO*	2.93	2.192	.30	Dly	"	BOS AO	.74	.35	.15	W	"	LAX P	1.55	1.16	.15	Sa,Th												
U. of S. Afr.	IDL AF	2.02	1.52	.15	Weekly	Rio de Janeiro,	EWRT TC	.85	.50	...	Frequently	"	MSY P	1.31	.98	.15	M.F.												
Fr. W. Africa	BOS AF	1.99	1.49	.15	Weekly	Brazil	LGA P	1.37	.94	.15	Dly	San Jose, Costa Rica	HOU P	1.43	1.07	.15	M.F.												
Port of Spain,	LGA P	.58	.40	.15	Dly	"	MIA P	1.26	.80	.15	Dly	"	HOU P	1.48	1.11	.15	Sa,Th												
Trinidad	MIA P	.58	.40	.15	Dly	"	MSY P	1.44	.81	.15	Dly	"	BRO P	1.44	1.08	.15	Sa,Th												
"	MSY P	.96	.67	.15	Dly	"	HOU P	1.68	.97	.15	Dly	"	CRP P	1.45	1.09	.15	Sa,Th												
"	HOU P	1.08	.71	.15	Dly	"	BRO P	1.60	.92	.15	Dly	"	NLD P	1.50	...	.15	Th										
"	BRO P	1.00	.67	.15	Dly	"	CRP P	1.64	.94	.15	Dly	"	LAX P	1.56	1.17	.15	Th												
"	CRP P	.93	.60	.15	Dly	"	NLD P	1.67	...	.15	Dly	Costa Rica	MIA P	.50	.36	.15	Dly										
"	NLD P	1.20	...	.15	Dly	"	LAX P	1.94	...	.15	Dly	"	MSY P	.47	.37	.15	Dly								
"	LAX P	1.41	...	.15	Dly	"	EWRT TC	1.25	.84	...	Frequently	"	HOU P	.90	.39	.15	Dly										
"	MIA SI	.53	.29	...	Frequently	"	DAL B	1.31	.95	.20	Sa,T	"	BRO P	.90	.39	.15	Dly												
"	LGA SI	.64	.48	.10	Frequently	"	HOU B	1.35	.90	.20	Sa,T	"	CRP P	.50	.29	.15	Dly												
"	MIA K	.56	.40	.15	M,T,Th,F	"	ELP A*	1.33	.80	.20	Sa,T	"	NLD P	.57	.41	.15	Dly												
"	UL T	.62	.33	...	Dly	"	LAX A*	1.41	.88	.20	Dly	"	LAX P	.72	.36	.15	Dly												
"	YTO T	.62	.33	...	Dly	"	SFO A*	1.42	.89	.20	Dly	"	MSY TA	.45	.26	...	M,T,W,Th,F												
"	EWRT TC	.45	.35	...	Frequently	"	MSY SK	See Note SK			"	MEXA	.51	.20	...	M,Sa													
"	HOU SK*	See Note SK				"	MSY SK	See Note SK			"	MIA K	...	...	...											
"	MSY SK	See Note SK				"	MSY SK	See Note SK			"	HOU SK*	See Note SK																
Port Suarez,	LGA BO	2.90	1.80	.15	Sa,M,T,Th,F	Roberts Field,	IDL AF	2.03	1.52	.15	Thrice Wkly	San Juan	LGA P	.28	.25	.15	Five Dly												
Ang. Eas. Sudan	LGA P	1.52	.89	.15	Dly	Liberia	BOS AF	2.00	1.40	.15	Thrice Wkly	"	MIA P	.17	.15	.15	Twice Dly												
Porto Alegre,	MIA P	1.42	.86	.15	Dly	"	LGA P	1.41	...	.15	M,Th	"	LGA TC	.30	.20	...											
Brazil	MSY P	1.09	.65	.15	Dly	"	BOS P	1.40	...	.15	Sa,Th	San Pedro, Sula,	EWRT TC	.30	.20	...											
"	HOU P	1.11	.65	.15	Dly	Rohrer, Bolivia	MIA P	1.32	.99	.15	M	"	MSY TA	.42	.24	...	M.W.F												
"	BRO P	1.00	.63	.15	Dly	"	MSY P	1.44	1.08	.15	M	"	MEX TA	.25	.18	...	T,Th,Sa												
"	CRP P	1.83	1.00	.15	Dly	"	BRO P	1.45	1.09	.15	Sa	San Salvador,	MIA P	.42	.31	.15	Dly												
"	NLD P	1.86	...	.15	Dly	"	CRP P	1.49	1.10	.15	Sa	El Salvador	MSY P	.30	.29	.15	Dly										
"	LAX P	2.14	...	.15	Dly	"	LAX P	1.58	1.19	.15	Sa	"	HOU P	.80	.26	.15	Dly										
"	EWRT TC	1.45	.80	...	Frequently	"	NLD P	1.81	...	.15	Sa,T,Sa	"	BRO P	.41	.80	.15	Dly										
Prague,	IDL SW	1.30	.93	.15	Dly	Rome, Denmark	BOS AF	2.01	1.51	.15	Sa,T,Sa	"	CRP P	.44	.33	.15	Dly												
Czechoslovakia	BOS B	1.27	.91	.15	Dly	Rome, Italy	IDL SS	1.27	.85	...	M.W.F	"	NLD P	.44	.33	.15	Dly												
"	LGA AO	1.30	.95	.15	Dly	"	LGA AO*	1.36	1.02	.15	M,Th,Sa	"	LAX P	.36	.45	.15	Dly												
"	IDL B	1.30	.95	.15	M,Th,Sa	"	LGA TR	1.05	.90	.15	...	"	MSY TA	.39	.19	...	M,T,W,Th,F												
"	LGA TR	1.00	.85	.12	...	"	EPD TR	1.05	.90	.15	...	"	MSY SK	.21	.16	...	T,Th,Sa												
"	EPD TR	1.00	.85	.12	...	"	IDL SW	1.12	.90	.20	...	"	HOU SK*	See Note SK															
"	IDL B	1.30	.95	.15	Sa,M,T,Th,F	"	LGA BO	1.36	1.02	.15	Sa,M,W,F,Sa	Santa Clara, Cuba	MIA P	.13	.10	.15	Dly												
"	IDL AF	1.30	.95	.15	Dly except W	"	IDL SS	1.36	1.02	.20	Sa,M,W,F,Sa	"	MIA P	1.24	.93	.15	M,W,F,Sa												
"	BOS AF	1.30	.95	.15	Dly except Th	"	IDL AF	1.36	1.02	.15	Dly	"	MSY P	1.35	1.04	.15	M,W,F,Sa												
"	NLD P	1.30	.95	.15	Sa,M,T,Th,Sa	"	BOS AF	1.33	.99	.15	Dly	"	HOU P	.44	1.07	.15	Sa,T,Th,F												
"	EWRT TC	1.00	.85	.23	...	"	IDL K	1.36	...	.15	M,W,Th,F	"	BRO P	1.39	1.04	.15	Sa,T,Th,F										
"	IDL SR	1.30	.95	...	Sa,W	"	LGA TW	1.36	1.02	.15	Dly	"	CRP P	1.41	1.06	.15	Sa,T,Th,F												
Prague, Cuba	MIA P	.30	.15	.15	Dly	"	PHL TW	1.37	.93	.15	M	"	NLD P	1.44	1.08	.15	Sa,T,Th,F												
"	LGA BO	.96	.72	.15	M,W,Sa	"	CHI TW	1.42	1.08	.15	Ta,Sa	"	LAX P	1.53	1.15	.15	Sa,T,Th,F												
Prerast, Scotland	BOS AO	.93	.70	.15	M	"	IDL SR	1.36	1.02	.15	Sa,W	Santa Maria,	LGA P	.75	.59	.15	Dly except F												
"	IDL SR	.96	.72	.20	Dly	"	DCA TW	1.35	.98	.20	M,Sa	Anores	BOS P	.75	.57	.15	Sa,T,W,Th,Sa												
"	UL T	.96	.67	.15	Dly	"	LGA P	1.35	.98	.20	M,Sa	"	MIA P	.48	.32	.15	Dly												
"	IDL SW	.81	.65	.10	M,T,Th,Sa	"	BOS P	1.30	.93	.15	T,Sa	"	LGA P	.99	.44	.15	Sa,Th												
"	LGA BO	.96	.72	.15	Sa,T,F	"	EWRT TC	1.00	.70	.25	...	"	MSY P	.96	...	.15	Dly										
Puerto, Puchina	DAL B	.41	...	.15	Dly	"	HJR PH	3.17	2.38	.15	W,Sa	"	HOU P	1.14	...	.15	Dly								
"	FTW B	.41	...	.15	Dly	Patagon, Indo China	LGA AO*	.92	2.91	.30	M,W,Sa	"	BRO P	1.06	...	.15	Dly								
"	FTW B	.41	...	.15	Dly	"	BOS AO*	.92	2.92	.30	M,W,Sa	"	CRP P	.96	...	.15	Dly								
"	RAT B	.34	...	.15	Dly	"	IDL AF	2.77	2.08	.15	Twice Wkly	"	NLD P	1.08	...	.15	Dly								
Puerto Colombia, Nic.	MSY TA	.60	.47	...	M,W,F	"	BOS AF	2.74	2.05	.15	Twice Wkly	"	LAX P	1.33	...	.15	Dly										
"	MEX TA	.48	.38	...	T,Th,Sa																								

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)							RATES (See Note)							RATES (See Note)						
Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Depart	Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Depart	Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Depart
Managua, Chile	MIA P	1.30	88	15	Dly		Stanleyville, Bel. Congo	LGA AO*	2.28	1.67	30	Dly		Tokyo, Japan	LGA P	3.24	2.70	15	Su	
"	MSY P	1.46	110	15	Dly		"	IDL S	2.22	1.67	30	M,Th,Sa		"	LGA BO	3.27	2.45	15	Su,M,T,Th,F	
"	HOU P	1.50	113	15	Dly		Stavanger, Norway	BOS AO*	1.27	.961	21	Sa,W		"	BOS P	3.21	2.77	15	Su	
"	BRO P	1.40	110	15	Dly		"	IDL SS	1.17	.87	20	T,W,Th,Sa		"	LAX P	2.35	1.76	15	Su,W,F	
"	CRP P	1.48	111	15	Dly		Stockholm, Sweden	IDL SS	1.28	.96	20	Dly		"	SFO P	2.35	1.76	15	M,Th,F	
"	NLD P	1.53	115	15	Dly		"	LGA AO	1.28	.96	15	Su,M,W,F		"	PDX P	2.35	1.76	15	F	
"	LAX P	1.60	120	15	Dly		"	IDL TR	1.05	.90	121	"		"	EDF NW	2.25	1.69	15	Four Weekly	
Santiago, Cuba	EWRT TC	1.40	1.00	15	Frequently		"	HFD TR	1.05	.90	121	"		"	CHI NW*	2.61	1.88	15	Four Weekly	
"	MIA P	1.18	114	15	Four Dly		"	LGA BO	1.28	.96	15	Su,M,T,Th,F		"	CLE NW*	2.64	1.91	15	Four Weekly	
Sao Luis, Brazil	LGA P	1.29	115	15	Su,T,Th,Sa		"	IDL AF	1.28	.96	15	Dly		"	YIP NW*	2.81	2.14	15	Four Weekly	
"	MIA P	1.28	115	15	Su,T,Th,Sa		"	BOS AF	1.25	.93	15	Dly except W		"	LAX NW*	2.35	1.70	15	Four Weekly	
"	MSY P	1.38	115	15	Su,T,Th,Sa		"	IDL S	1.25	.93	15	"		"	MPS NW	2.49	1.87	15	Four Weekly	
"	HOU P	1.51	115	15	M,W,F,Sa		"	EWRT TC	1.15	.80	25	Dly		"	PIT NW	2.55	1.91	15	Four Weekly	
"	BRO P	1.43	115	15	M,W,F,Sa		Stornoway, Scotland	IDL S	1.28	.96	15	M,Th,Sa		"	PDX NW	2.35	1.76	15	Four Weekly	
"	CRP P	1.46	115	15	M,W,F,Sa		"	LGA AO*	1.06	.81	15	M,W,Sa		"	SFO NW*	2.35	1.76	15	Four Weekly	
"	NLD P	1.45	115	15	M,W,F,Sa		Stuttgart, Germany	BOS AO*	1.03	.79	15	M		"	DCA NW	2.56	1.92	15	Four Weekly	
"	LAX P	1.62	115	15	M,W,F,Sa		"	LGA P	1.25	.94	15	T,W,Sa		"	BOS A*	2.60	1.94	15	Dly	
Sao Paulo, Brazil	LGA P	1.42	.86	15	Dly		"	BOS P	1.22	.92	15	T,W,F,Sa		"	CHI A*	2.51	1.88	15	Dly	
"	MIA P	1.32	.83	15	Dly		"	IDL SS	1.22	.92	20	Su,M,W,F,Sa		"	CLE A*	2.54	1.91	15	Dly	
"	MSY P	1.46	.85	15	Dly		"	LGA AO*	1.26	.928	21	Dly		"	YIP A*	2.53	1.90	15	Dly	
"	HOU P	1.78	1.04	15	Dly		Sundsvall, Sweden	IDL SS	1.36	1.02	20	Dly		"	LGA A*	2.56	1.94	15	Dly	
"	BRO P	1.67	.95	15	Dly		Sva, Fiji Islands	LAX P	1.75	1.32	15	M,Th,Sa		"	DCA A*	2.56	1.92	15	Dly	
"	CRP P	1.70	.99	15	Dly		"	SFO P	1.75	1.32	15	M,Th,Sa		"	OAK TR	1.80	1.31	15	Dly	
"	NLD P	1.72	.15	Dly			Sydney, Australia	HJR BC	1.04	.78	15	M,Th,F		Toronto, Ont., Canada	LGA A*	1.78	.07	.04	Dly	
"	LAX P	1.99	.15	Dly			"	VR BC	1.86	1.39	15	M,Th,F		"	IDL AF	1.39	1.01	15	Dly	
"	EWRT TC	1.40	.85	Frequently			"	LAX P	2.36	1.77	15	M,Th		Trieste, Italy	BOS AF	1.46	1.15	21	Sa,Th	
Sao Salvador, Brazil	LGA P	1.58	115	15	Dly except F		"	SFO P	2.36	1.77	15	M		"	LGA AO*	1.47	1.03	27	"	
"	MIA P	1.28	115	15	Dly except F		"	PDX P	2.36	1.77	15	M		Trinidad, Cuba	MIA P	1.15	11	15	Dly	
"	MSY P	1.54	115	15	Dly except F		"	SEC P	2.36	1.77	15	M		Tripoli, Libya	LGA AO*	1.52	1.19	21	Sa,Th	
"	HOU P	1.72	115	15	Dly except Th		"	LGA BO	3.78	2.84	15	Su,M,T,Th,F		"	LGA BO	1.52	1.14	15	Su,M,T,Th,F	
"	BRO P	1.64	115	15	Dly except Th		"	SFO BO*	2.36	1.77	15	M,Th		"	BOS TW	1.49	1.11	15	"	
"	CRP P	1.67	115	15	Dly except Th		"	SFO BC	2.36	1.77	15	M,Th		"	CHI TW	1.58	1.20	15	"	
"	NLD P	1.67	115	15	Dly except Th		"	HJR BC	6.8	1.26	15	M,Th		"	YIP TW	1.56	1.18	15	"	
"	LAX P	1.94	115	15	Dly except Th		"	VR BC	2.17	1.85	15	M,Th		"	LGA TW	1.52	1.14	15	"	
Seoul, Korea	EDF NW	2.30	1.73	15	Four Weekly		"	OAK TR	2.12	1.87	20	Dly		"	PHL TW	1.53	1.15	15	"	
"	CHI NW	2.50	1.92	15	Four Weekly		Sydney, N. S.	BOS T*	3.90	.0995	15	Dly		"	DCA TW	1.54	1.16	15	"	
"	CLE NW	2.59	1.94	15	Four Weekly		Talara, Peru	MIA P	.84	.63	15	Dly		Tondheim, Norway	IDL SS	1.29	.97	20	T,W,Th,Sa	
"	YIP NW	2.58	1.94	15	Four Weekly		"	MSY P	.92	.71	15	Dly		Trujillo, Honduras	MSY TA	4.38	37	15	M,W,F	
"	LAX NW	2.40	1.80	15	Four Weekly		"	HOU P	.95	.73	15	Dly		"	MEX TA	28	22	15	T,Th,Sa	
"	MPS NW	2.54	1.91	15	Four Weekly		"	BRO P	.95	.73	15	Dly		Tsinan, China	CHI NW*	2.79	2.13	15	Four Weekly	
"	LGA NW	2.63	1.97	15	Four Weekly		"	CRP P	.95	.73	15	Dly		"	CLE NW*	2.82	2.13	15	Four Weekly	
"	PIT NW	2.60	1.95	15	Four Weekly		"	NLD P	1.15	15	Dly		"	YIP NW*	2.81	2.14	15	Four Weekly		
"	PDX NW*	2.40	1.80	15	Four Weekly		"	LAX P	1.28	.97	15	Dly		"	LAX NW*	2.83	2.13	15	Four Weekly	
"	SEC NW	2.40	1.80	15	Four Weekly		Tamatave, Madagascar	IDL AF	2.76	2.07	15	Weekly		"	MKE NW*	2.79	2.13	15	Four Weekly	
"	DCA NW*	2.61	1.95	15	Four Weekly		"	BOS AF	2.73	2.04	15	Weekly		"	MPS NW*	2.77	2.11	15	Four Weekly	
"	LAX P	2.40	1.80	15	Four Weekly		Tampico, Mexico	HOU P	1.15	11	Dly		"	LGA NW*	2.86	2.18	15	Four Weekly		
"	SFO P	2.40	1.80	15	Four Weekly		"	BRO P	1.10	.08	15	Dly		"	PIT NW*	2.82	2.13	15	Four Weekly	
"	SEC P	2.40	1.80	15	Four Weekly		Tanarive, Madagascar	CRP P	1.10	.15	Dly		"	SFO NW*	2.83	2.01	15	Four Weekly		
Shannon, Eire	LGA P	92	69	15	Dly		"	LAX P	76	15	Dly		"	SEC NW*	2.83	2.01	15	Four Weekly		
"	BOS P	80	67	15	Dly		Tangier, Morocco	IDL AF	2.71	2.03	15	Weekly		"	DCA NW*	2.81	2.13	15	Four Weekly	
"	LGA AO	92	69	15	Dly		"	BOS AF	2.69	2.00	15	Weekly		Tringtao, China	CHI NW*	2.78	2.10	15	Four Weekly	
"	BOS AO	89	67	15	Su,T,Th,F,Sa		"	LGA AO*	1.51	1.28	27	Dly		"	CLE NW*	2.79	2.12	15	Four Weekly	
"	DCA AO	94	72	15	F		"	BOS AO*	1.48	1.18	15	Su,Th		"	YIP NW*	2.78	2.11	15	Four Weekly	
"	PHL AO	93	71	15	F		"	IDL AF	1.31	1.01	15	"		"	LAX NW*	2.80	2.12	15	Four Weekly	
"	LGA TR	68	58	15	Dly		"	BOS AF	1.31	1.01	15	"		"	MKE NW*	2.75	2.10	15	Four Weekly	
"	HFD TR	68	58	15	Dly		"	IDL S*	1.63	1.22	15	M,Th,Sa		"	MPS NW*	2.74	2.08	15	Four Weekly	
"	IDL SW	77	61	20	T,Th		Tapachula, Mexico	MIA P	.42	.31	15	M,W,F		"	LGA NW*	2.83	2.15	15	Four Weekly	
"	LGA BO	92	69	15	M,Th		"	MSY P	.39	.29	15	M,W,F		"	PIT NW*	2.80	2.13	15	Four Weekly	
"	IDL K	92	69	15	W,F,Sa		"	HOU P	.42	.31	15	T,Th,Sa		"	PDX NW*	2.80	1.98	15	Four Weekly	
"	LGA TW	92	69	15	Dly		"	BRO P	.34	.25	15	T,Th,Sa		"	SFO NW*	2.80	1.98	15	Four Weekly	
"	BOS TW	92	69	15	M,Th		"	CRP P	.37	.28	15	T,Th,Sa		"	SEC NW*	2.80	1.98	15	Four Weekly	
"	PHL TW	92	69	15	M,W,F		"	LAX P	.88	15	M,W,F		Tucuman, Argentina	MIA P	1.31	.89	15	F		
"	YIP TW	96	74	15	Tu,Sa		Tegucigalpa, Honduras	MIA P	.47	.34	15	Dly		"	MSY P	1.44	1.08	15	F	
"	DCA TW	94	72	15	M,Sa		"	MSY P	.40	.33	15	Dly		"	HOU P	1.48	1.11	15	Th	
"	CHI TW	98	76	15	Tu,Sa		"	BRO P	.45	.33	15	Dly		"	BRO P	1.44	1.08	15	Th	
"	IDL SR	92	69	15	Su,W		"	CRP P	.45	.33	15	Dly		"	CRP P	1.46	1.01	15	Th	
"	IDL K	92	69	15	Su,W		"	NLD P	.48	.38	15	Dly		"	LAX P	1.56	1.17	15	Th	
Sian, China	CHI NW*	2.88	2.22	15	Four Weekly		"	LAX P	.61	.48	10	Dly		Tunao, Colombia	MIA P	73	40	15	Th	
"	CLE NW*	2.91	2.24	15	Four Weekly		"	MSY TA	.40	.22	15	M,T,W,Th,F		"	LGA P	84	60	15	Th	
"	YIP NW*	2.90	2.23	15	Four Weekly		"	MEX TA	.25	.16	15	T,Th,Sa		"	MSY P	114	60	15	Th	
"	LAX NW	2.73	2.10	15	Four Weekly		"	HOU SK*	See Note SK	"	"	"	"	HOU P	1.25	15	W	"		
"	MKE NW*	2.88	2.22	15	Four Weekly		"	MSY SK*	See Note SK	"	"	"	"	BRO P	1.17	15	W	"		
"	MPS NW	2.86	2.20	15	Four Weekly															

INTERNATIONAL CARGO TABLES — Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	Per Lb. (U.S. Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (U.S. Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (U.S. Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Trinidad, Bolivia	MIA P	1.22	87	15	F	Victoria Falls	LGA BO	2.23	1.67	15	Su,M,T,Th,F	Warsaw, Poland	LGA AO*	1.45	1.060	21	M,F
"	MSY P	1.36	1.02	15	F	So. Rhodesia	LGA P	1.56	96	20	Dly	"	IDL SS	1.43	1.06	20	Su,M,W,F,Sa
"	HOU P	1.42	1.08	15	Th	Vienna, Austria	BOS P	1.33	94	20	Dly	"	IDL AF	1.43	1.06	15	"
"	BRO P	1.37	1.03	15	Th	"	LGA AO*	1.34	1.01	15	Dly	"	BOS AF	1.40	1.03	15	"
"	CRP P	1.40	1.06	15	Th	"	LGA SI	1.35	80	25	Frequently	"	IDL S*	1.42	1.02	"	M,Th,S
"	NLD P	1.39	1.05	15	Th	"	LGA TR	1.05	80	125	"	"	IDL SR	1.43	1.06	"	Su,W
"	LAX P	1.32	1.14	15	Th	"	HPD TR	1.05	80	125	"	Whitehorse, Canada	SEC P	.35	.14	.10	T,Sa
Vancouver, B. C.	SEC U	.40	.321	10	Dly	"	IDL AF	1.34	1.01	15	Su,M,T,Th,F	Windsor, Ont.	LGA A	.20	"	"	Dly
Can.	LGA U	.96	.285	10	Dly	"	BOS AF	1.31	98	15	"	Canada	CHI A	.12	"	"	Dly
"	LGA T*	10.12	.375	"	Dly	"	EWB TC	1.20	80	25	"	"	LGA T*	2.14	.056	"	Dly
"	SFO BO*	11	.08	15	"	"	IDL SS	1.34	1.01	20	Su,M,W,F,Sa	"	CHI T	.13	"	"	Dly
"	SFO BC*	11	.08	"	Su & Alt. T,W	"	IDL K	"	"	"	T	Winnipeg, Man.	LGA T*	5.75	.30	"	Dly
"	HJR BC*	82	.61	"	Sa & Alt. T,W	Villabermosa, Mexico	MIA P	.47	"	10	Dly	Can.	GFK W	.04	"	"	Dly
Varadero, Cuba	MIA P	12	.09	15	Dly	"	MSY P	.43	"	10	Dly	Yaounde, Fr. En. Africa	IDL AF	2.31	1.73	15	"
Venice, Italy	BOS AF	1.35	1.01	15	"	"	HOU P	.48	"	10	Dly	"	BOS AF	2.28	1.70	15	"
Vernague, Mexico	MIA P	.87	"	15	Dly	"	BRO P	.40	"	10	Dly	Zagreb, Yugoslavia	IDL SS	1.45	1.07	20	Su,M,W,F,Sa
"	MSY P	.82	"	15	Dly	"	CRP P	.43	"	10	Dly	Ziguinchor, Fr. W. Africa	LGA AO*	1.45	1.053	21	Dly
"	HOU P	.36	"	15	Dly	"	LAX P	.83	"	10	Dly	"	IDL AF	1.79	1.34	15	"
"	BRO P	.28	"	15	Dly	Villavieja, Colombia	MIA P	.63	.44	10	Dly	"	BOS AF	1.76	1.32	15	"
"	CRP P	.31	"	15	Dly	"	MSY P	1.12	"	20	Dly	Zinder, Fr. W. Africa	IDL AF	2.06	1.55	15	"
"	LAX P	.76	"	15	Dly	"	HOU P	1.23	"	20	Dly	"	BOS AF	2.03	1.52	15	"
"	DAL B	.42	"	15	Dly	"	BRO P	1.15	"	20	Dly	Zurich, Switzerland	LGA AO*	1.22	.92	15	Dly
"	FTW B	.42	"	15	Dly	"	CRP P	1.18	"	20	Dly	"	IDL SR	1.23	.92	"	Su,W
"	LRD B	.28	"	15	Dly	"	NLD P	1.17	"	15	Dly	"	IDL SS	1.22	.92	20	Su,M,W,F,Sa
"	SAT B	.35	"	15	Dly	"	LAX P	1.42	"	20	Dly	"	IDL S	1.22	.92	125	M,Th,Sa
Victoria, Brazil	LGA P	1.66	"	20	M,W,Sa	Vladivostok, U.S.S.R.	IDL SS	1.55	1.01	20	Dly	"	LGA TR	1.20	.80	125	"
"	MIA P	1.41	"	20	M,W,Sa	Wadi Hadia, Ang. Eg. Sudan	LGA AO*	1.60	1.00	20	Su,M,W,F	"	HPD TR	.95	.80	125	"
"	MSY P	1.59	"	20	M,W,Sa	"	BOS AO*	.974	21	W,F	"	IDL SW	1.00	.80	20	"	
"	HOU P	1.81	"	20	M,W,Sa	Wake Island	LAX P	1.54	1.16	30	Dly	"	IDL AF	1.23	.92	15	Six Weekly
"	BRO P	1.72	"	20	Su,T,F	"	SFO P	1.54	1.16	30	Dly	"	BOS AF	1.20	.89	15	"
"	CRP P	1.76	"	20	Su,T,F	"	FDX P	1.54	1.16	15	F	"	IDL K	1.21	.92	15	Dly except W
"	NLD P	1.70	"	15	Su,T,F	"	SEC P	1.54	1.16	15	F	"	LGA BO	1.23	.92	15	Su,M,T,Th,F
"	LAX P	2.03	"	20	Su,T,W	"	OAK TR	1.39	1.01	15	"	"	EWB TC	1.22	.70	"	Frequently
Victoria, B. C.	LGA T*	10.13	.375	"	Dly							"	LGA TW	1.19	.88	20	Su,M,W,Th
Victoria de las Tunas, Cuba	MIA P	.15	.11	10	Dly												

International Air Cargo Rates are a standard feature in AIR TRANSPORTATION. This is another typical service for air shippers who require up-to-the-minute data. The rates appearing in this issue were current at presstime.

Current Net Advisory Rates for War, Strikes, Riots, Etc. Generally in Use in American Marine Insurance Markets for Mail & Air Shipments

(Excluding All Shipments to, from, or via China, Arabia, Egypt, Lebanon, Israel, Syria, and Trans-Jordan)
Schedule Dated October 1, 1949

A—Registered Mail, excluding Registered Air Mail and Air Express:

All securities, including non-negotiables, documents and similar interests—20% of Cargo Rates, with 1½c minimum.
Currency including jewelry, precious stones and metals, etc.; also miscellaneous cargo—100% of Cargo Rates.

B—Registered Air Mail and/or Air Express and/or other shipments by air: Western Hemisphere excluding shipments between points in Continental United States and/or Canada:

All securities, including non-negotiables, documents and similar interests.....1½c%
All other classes of property2½c%

UNITED STATES or CANADA to or from:

	Gold, All Securities, non-negotiables, documents and similar interests	All Other interests
1. (a) British Isles, Eire, Sweden, France, Holland, Belgium, Portugal, Spain, Switzerland, Iceland and Greenland	1½c%	2½c%
(b) Italy	2½c%	5c%
2. Africa except Egypt	1½c%	2½c%
3. Cyprus, Turkey, Greece, Iran and Iraq	2½c%	5c%
4. Afghanistan and Ceylon (if direct)	3½c%	7½c%
5. India and Pakistan	6½c%	12½c%
6. Australasia	1½c%	2½c%
7. Philippine Islands	3½c%	7½c%

C—Ordinary Parcel Post, Government Insured Parcel Post, Registered Post, Ordinary Mail (Excluding Air Mail) except

(A) United States to from Mexico 2½c%, provided assured agrees to pay reduced rate on all shipments, otherwise individual shipments at full cargo schedule rate.

(B) United States or Canada to or from Hawaiian Islands—Transpacific Cargo Rate.

D—Express (Excluding Air Express)—Charge Cargo War Risk Schedule Rates.



(REG. U. S. PAT. OFF.)

Air parcel post, now in its second year (first anniversary was September 11) is reported to have doubled the estimates made for this type of service when it took to the air for the first time. According to Post Office officials, the airlines carried some seven million parcels during the first year, weighing a total of approximately 14 million pounds. Revenues produced for the Post Office Department reached about \$9,000,000. The air parcel post volume represented less than one percent off the total pieces of mail carried by the Post Office, but it accounted for 11 percent of the domestic air mail revenue accruing to the Post Office.

With John W. G. Ogilvie, Pan American World Airways' cargo sales manager, heading the whole shebang, cargo representatives of the airline's Latin-American, Atlantic, and Pacific-Alaska Divisions sat down in so many Miami last month for a three-day parley. Reps from Panagra, Cubana, Avianca, Panair, and CMA—all Pan Am affiliates—also attended. Topics of the confab were the handling of increased volume of cargo as a result of the drastic rate reductions, standardization of procedures, elimination of red tape, and streamlining of operations.

Two hundred and seventy-five pounds of chocolate bars were recently flown by Pan Am to child victims of the earthquake in Ecuador. The chocolate bars were included in the emergency food rations distributed in the stricken area.

Ever hear of a nandu? A crax? A galinula? A capibara? Well, they're different forms of wild life, and they were included in a recent Pan Am manifest out of Rio de Janeiro, consigned to a game farm at Catskill, New York. What next?

The latest agreement between Slick Airways and Pan American World Airways makes possible the air-shipment of merchandise on a through airwaybill between the United States and most parts of the world. Slick is certificated to serve 52 United States cities. Says President Earl Slick:

"We will now definitely go ahead with the active solicitation and development of air freight and Clipper cargo moving over Slick's nationwide air freight and Pan American World Airways systems. The development of an efficient international air freight system will enable business to keep pace with rapid changes in world markets."

Braniff International Airways is another of the airlines which rushed emer-

gency equipment to the earthquake-stricken sections of Ecuador. Of particular significance was a 2,500-pound unit, manufactured by the Paddock Engineering Company of Texas and donated to Ecuador, which purified water from a mountain creek in the South American country.

For the time being, at least, there will be plenty of British classical music recordings in this country. Seaboard and Western Airlines recently hauled what is believed to be the largest transocean air freight shipment of that kind—seven tons of phonograph records, representing 34,000 discs. All of the 10- and 12-inch long-playing type, they were manufactured by the London Gramophone Corporation. According to the report, this heavy air shipment was necessitated by the big demand here.

The Air Transport Association of America points out that while domestic air express ton miles dropped 16.3 percent for the first half of 1949, as compared with a similar period of last year, freight ton-miles have jumped 42.1 percent and mail ton miles have risen 19 percent. Total express ton-miles for the January-June, 1949 period is 12,135,918; freight ton-miles, 43,065,968; mail ton miles, 20,239,363.

The Amsterdam-Batavia service offered by KLM Royal Dutch Airlines has been increased from three to four weekly. The airline's Far East service is presently operating via three different routes. Constellation aircraft are flown.

The report from United Air Lines is that five additional DC-6s will be added to the fleet. This will give United a total of 14 DC-6s, and will enable the company to

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expand its service to additional cities. Cost of the new ships will be approximately \$4,329,800.

Northwest Airlines reports that its air cargo volume on domestic and international routes has skyrocketed 200 percent in the first six months of 1949, as compared with the first half of 1948. A volume of 5,760,854 pounds was carried by NWA in contrast to the 1,926,080 pounds transported during the January-June, 1948, period. According to Jim Mariner, NWA's cargo boss, the factors accounting for the airline's rapidly rising cargo volumes are NWA's commodity rates, lowering of weight minimums, addition of commodities under the new low rates and weight minimums, and extensive educational programs aimed at shippers.

Last month the airline announced a new system of handling air cargo. Called the Gold Ribbon Service, it is in effect on every flight of NWA's new *Stratocruisers*, incorporating a reserve space allotment and special handling at every step of shipment from consignor to consignee. Mariner pointed out that on each *Stratocruiser* flight 400 cubic feet of cargo space is reserved for Gold Ribbon shipments. This space is on an airport-to-airport basis, which enables consignees to receive shipments direct from the planes, thus saving the time needed in processing by other means of delivery. For example:

"A Midwest stockbroker may wire to New York for certain stocks; the certificates can be placed aboard a *Stratocruiser* leaving there in the afternoon, and will arrive early enough for this broker to get them at the airport and have them on hand for the opening of his business day."

It is understood that these shipments will be marked "Gold Ribbon Service" to insure immediate identification and proper handling. It is given preferential handling at the destination airport and the consignee is notified of its arrival. NWA states that Gold Ribbon Service shipments have priority over all other air freight shipments on *Stratocruiser* flights.

The air freight operations of American Airlines have increased more than 50 percent in this first half. Contrasting the January-June, 1949, revenue ton miles to the January-June, 1948, total, American shows 14,991,643 as against 9,922,298. Air freight receipts were \$2,777,196, compared with \$1,927,725.

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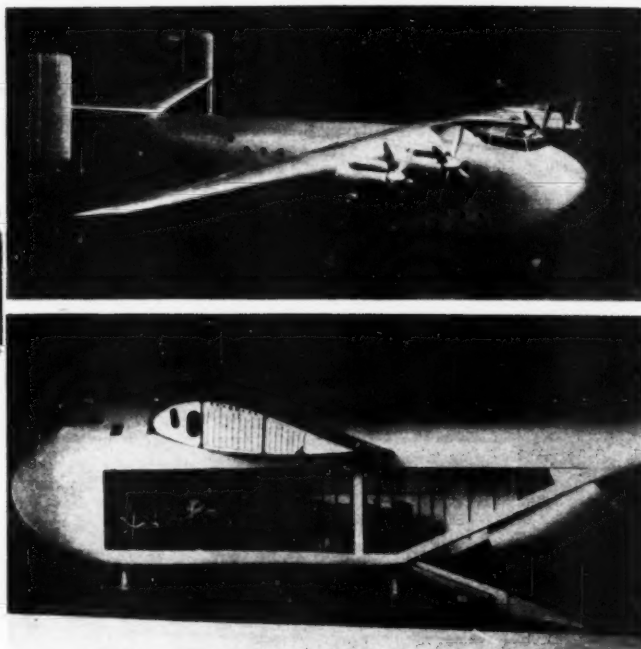
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Exterior and interior views of the model *Universal* cargo plane to be built by Blackburn and General, Ltd., of England. The machine in the cargo compartment of the plane is a harvester. Overall length of the aircraft is 99 feet, two inches, length 162 feet.

Wings & Wheels, a cartage company engaged exclusively in the pick-up and delivery of air freight, has established Chicago's first common air freight terminal at Chicago Municipal Airport. The terminal is located in a hanger formerly utilized by the Air Transport Command. Edward Richter heads the company.

An aircraft design which combines the fuselages of cargo planes with bodiless, powered carrier aircraft has been patented by J. S. J. Hlobil, former president of Columbia Aircraft Industries. Known as

the University Cargo Aircraft System, it is a revolutionary system of fasteners joining the aircraft and the cargo body, and is capable of maintaining the proper center of gravity without regard to basic loading.

Hlobil calls the cargo container "carcons"; the powered carrier aircraft, "aerons"; and the attaching mechanism, "cargo-grip." The aircraft, of conventional design, would require four wheels to provide stability when the carcon is detached. According to the report, operational needs will dictate the shapes and sizes of carcons used.

The Airport Operators Council has organized a special air cargo committee to determine the nature of facilities which must be provided to handle the fast growing air freight business. The committee also will go into the subject of procedures and airport rates.

Heading the committee is Oscar Hewitt, Chicago Commissioner of Public Works. Members of his committee are: Louis Inwood, director, Kansas City Department of Aviation; Cyril C. Thompson, executive secretary, AOC; John Berry, commissioner of airports, Cleveland; Robert Aldrich, director, Minneapolis-St. Paul Metropolitan Aviation Commission; Conway Briscoe, director of public utilities, St. Louis; George Coker, director of aviation, Dallas; and C. D. Albrecht, manager, Memphis Municipal Airport.

In a joint announcement, British Overseas Airways Corporation and British European Airways have revealed that they will place an order for a number of jet-powered Viscount commercial airliners.

William H. McGee & Company, Inc., marine underwriters, has moved from its branch office in Cincinnati to 5 East Long Street, Columbus, Ohio. John C. Schuler heads the office.

National Airlines, which recently announced arrangement with American and Capital whereby the shipper pays the rate for the shortest possible distance between cities, even though the shipment may move by an indirect route, has made another bid for volume business. In a scale of weight breaks filed with the CAB, NAL would provide for per unit price reduction as the amount of shipment reaches specific weights. As the weight goes up, the rate per pound decreases.

Shippers on Cathay Pacific Airways are advised that charter flights between Hong Kong and Australia will not be approved by the Australian Department of Aviation. Reason: Qantas Empire Airways is now operating a regular service on this route. (Australian National Airways has a substantial interest in Cathay.)

AIR FREIGHT FORWARDERS

PETER A. BERNACKI: William Kealey, well-known personality in traffic circles, is now associated with the Metropolitan Division of Peter A. Bernacki, 611 Broadway, New York, in the capacity of general manager. Kealey, who brings to the freight forwarding firm a wealth of experience, previously was connected with such organizations as TWA, Slick Airways, National Carloading Company, Moore-McCormack Lines, Inter-state Motor Freight System, Liberty Motor Freight, and Monarch Motor Freight Service.

Kealey recently announced that Gilbert L. Walter, formerly with Sabena Belgian Airlines, has joined the Metropolitan Division's sales staff as sales representative.

Acting on experience gained in all the cities in which Bernacki maintains branch offices, the division in New York is operating trucking equipment to facilitate the movement of air and sea consignments from the shipper to airports and piers in the metropolitan area. Such equipment is provided for the convenience of the shipping public, Kealey said, thus eliminating delays in transit.

All Freight Forwarding Company, Inc.: This firm has just been organized as a freight forwarding, import and export brokerage house, located at 145 Front Street, New York. Associated with it as general manager is A. J. Hall Mulford, author of the article, *Three Heads are Better than One*, published in last January's Air Transportation. Lester Black, customs broker, and Andrew Valez also are associated with the company.

Gallagher and Ascher Company: Removal of this firm's Chicago offices from 176 West Adams Street to 222 West Adams Street has been announced.

J. D. Smith Inter-Ocean, Inc.: Daniel F. Noonan, Jr., formerly district cargo sales superintendent for Pan American World Airways, is now associated with this

BOOKS

THE EAGLE IN THE EGG, by Oliver La Farge (Houghton Mifflin Company, 2 Park Street, Boston; \$3.50; 320 pages), is one of the best books ever to come out on the subject of military transport aircraft. La Farge, a Pulitzer Prize winner, served as historical officer for the ATC during the war, and certainly is well qualified for his subject. This is the story of the "coming of age of military air transport," and an exciting story it is.

Raymond A. Young's **Helicopter Engineering** (Ronald Press, 15 East 26th Street, New York; 255 pages; \$10.00) is a fine approach to the subject, new as the science is. Profusely illustrated. Well-planned. . . . **Dictionary of Guided Missiles** (Public Affairs Press, 2153 Florida Avenue, Washington 8, D. C.; 57 pages; \$2.00) is published in cooperation with the Coast Artillery Association. Here's a "new" language, between covers for the first time. . . . **Guide to Glacier Park**, by George C. Kuhle (Cammell-Mithun, Inc., 1370 Northwestern Bank Building, Minneapolis), tells the complete story of one of America's most wonderful national parks. Crammed with information. . . . For a really complete travel guide to the United States, read **The American Guide** (Hastings House, 41 East 50th Street, New York; 1376 pages; \$7.50). Edited by Henry G. Alberty, this book gives you simply everything. Terrific, we say.

freight forwarding firm. With headquarters at 56 Beaver Street, New York, Smith maintains branch offices at Idlewild and Miami International Airports.

Skyways Freight Forwarding Corporation: Located at 543 West 25th Street, New York, this firm is now geared to operate as a small-package air freight forwarder. The firm, which has connections with trucking firms throughout the country, offers rates including store-door delivery. Skyways is a certificated air freight forwarder, and utilizes the services of scheduled and certificated all-cargo airlines. Morris Shapiro heads the new company.

Lambert Brothers, Ltd.: This London concern reports that the air freight market has picked up after being in the doldrums for a while. Lambert recently sought quotations for the carriage of 25,000 cases of Coca-Cola from Valencia, Lyons, or Clermont Ferrand, to Nairobi, in 1,000-case lots. Nice business.

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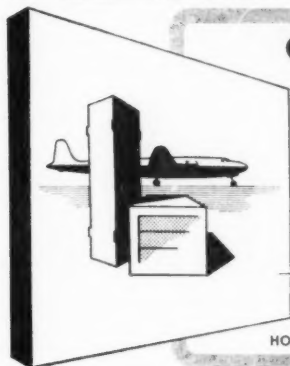
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Aden	35c	Comoros	15c	Guadeloupe	10c	Newfoundland	10c	Salvador (El)	10c
Afghanistan	25c	Costa Rica	10c	Guatemala	10c	(incl. Labrador)	10c	Samoa, Western	10c
Albania	15c	Cuba	8c	Haiti	10c	New Guinea, Man-	10c	(British)	25c
Algeria	10c	Curacao	10c	Honduras (Rep.)	10c	dated Territory	25c	San Marino (Rep.)	15c
Andorra	15c	Cyprus	25c	Hong Kong	25c	New Hebrides	25c	Santa Cruz Islands	25c
Anglo-Egyptian	15c	Cyrenaica	15c	Hungary	15c	New Zealand	25c	Sarawak	25c
Sudan	25c	Czechoslovakia	15c	Iceland	15c	Nicaragua	10c	Saudi Arabia	25c
Angola	25c	Dahomey	25c	India	25c	Niger	25c	Scotland	15c
Anguilla	10c	Denmark	15c	Iran	25c	Nigeria	25c	Senegal	25c
Antigua	10c	Dodecanese Islands	15c	Iraq	25c	North Borneo	25c	Seychelles	25c
Argentina	10c	Dominica	10c	Italy	15c	Northern Ireland	15c	Siam	25c
Aruba	10c	Dominican Republic	10c	Italian Somaliland	25c	Northern Rhodesia	25c	Sierra Leone	25c
Ascension Island	15c	Ecuador	10c	Ivory Coast	25c	Norway	15c	Solomon Islands	25c
Australia	25c	Egypt	15c	Jamaica	10c	Nyasaland	25c	Somalia	25c
Austria	15c	Elie (Ireland)	15c	Japan	25c	Okinawa	25c	Southern Rhodesia	25c
Azores	15c	England (and Wales)	15c	Kenya	25c	Pakistan	25c	Southwest Africa	25c
Bahamas	10c	Eritrea	25c	Korea	25c	Palestine	25c	Spain	15c
Bahrain Islands	25c	Estonia	25c	Labuan	25c	Panama	10c	Spanish Guinea	25c
Baleare Islands	15c	Ethiopia	25c	Latvia	15c	Papua (British New	10c	Straits Settlements	25c
Baluchistan	10c	Faroe Islands	15c	Lebanon (Rep.)	25c	Guinea)	25c	Sweden	15c
Barbados	10c	Fiji Islands	25c	Leeward Islands	10c	Paraguay	25c	Switzerland	15c
Barbuda	10c	Finland	15c	Liberia	25c	Pera	10c	Syria	25c
Bechuanaland	25c	France	15c	Libya	15c	Philippines (Rep. of)	25c	Taiwan (Formosa)	25c
Protectorate	25c	Free Territory of	15c	Liechtenstein	15c	Poland	15c	Tanganyika	25c
Belgian Congo	25c	Trieste	15c	Lithuania	15c	Portugal	15c	Tibet	25c
Belgium	15c	French Cameroons	25c	Luxembourg	15c	Portuguese East	25c	Tonga (Friendly)	25c
Bermuda	10c	French Equatorial	25c	Macao	25c	Africa	25c	Ilands	25c
Bolivia	10c	Africa	25c	Madagascar	25c	Portuguese Guinea	25c	Trans-Jordan	25c
Bonair	10c	French Guinea	10c	Madiera Islands	15c	Portuguese India	25c	Trinidad	15c
British Cameroons	25c	French Indo China	25c	Malay States (Feder-	25c	Portuguese Timor	25c	Tristan da Cunha	25c
British Guiana	10c	French Settlements	25c	ated)	25c	Portuguese West	25c	Tunisia	15c
British Honduras	10c	In India	25c	Malta	15c	Trinidad	15c	Turkey	15c
British Somaliland	25c	French Settlements of	25c	Martinique	10c	Trinidad	15c	Turks Island	10c
British Virgin Islands	10c	Oceania	25c	Mauritania	25c	Trinidad	15c	Uganda	25c
Brunel	25c	French Somaliland	25c	Mauritius	25c	Trinidad	15c	Union of	25c
Bulgaria	15c	French Sudan	25c	Mexico	4c	Trinidad	15c	South Africa	25c
Burma	25c	French Togoland	25c	Postal cards	4c	Trinidad	15c	Uruguay	10c
Canada	4c	Gambia	15c	Monaco	15c	Trinidad	15c	U. S. S. R.	15c
Postal cards	4c	Germany	15c	Montserrat	10c	Trinidad	15c	Vatican City State	15c
Canary Islands	25c	Gibraltar	25c	Morocco	15c	Trinidad	15c	Venezuela	15c
Cape Verde Islands	25c	Gilbert & Ellice	25c	Mozambique	25c	Trinidad	15c	Yemen	25c
Ceylon	25c	Islands Colony	25c	Nauru Island	25c	Trinidad	15c	Yugoslavia	15c
Chile	10c	Gold Coast Colony	25c	Netherlands	15c	Trinidad	15c	Zanzibar (incl.	25c
China	25c	Greece (incl. Crete)	15c	Netherlands Indies	25c	Trinidad	15c	Pemba)	25c
Colombia	10c	Grenada	10c	Nevis	15c	Trinidad	15c		
Cook Island	25c	Grenadines	10c	New Caledonia	25c	Trinidad	15c		

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★ EXECUTIVE ★

ROY T. HURLEY, director of engineering for the Ford Motor Company, elected president of the Curtiss-Wright Corporation.

CHARLES L. GALLO, former sales manager for TWA's International Division and vice president of TACA, elected president of Air Express International and its subsidiary, Surface Freight Corporation.

J. KENNETH HULL, elected president of Lockheed Aircraft Service, Inc. He has been with the corporation eight years. **MARC WORST**, vice president-operations, has been named a member of the board of directors.

WALTER STERNBERG, former assistant vice president of American Airlines, now serving National Airlines as its vice president-sales. He is a veteran of 18 years in the airline industry and served Eastern Air Lines as general traffic manager before moving on to AA. He is a vice president of the Air Traffic Conference of America and a director of Air Cargo, Inc.

ALBERT M. HARTUNG, appointed vice president-personnel and public relations for the Railway Express Agency. **E. T. WILLIAMS** has been named assistant vice president, and **ALFRED F. HALL**, assistant to the vice president.

GORDON C. SLEEPER, general manager of the Aviation Department of Frank B. Hall and Company, Inc., elected a vice president. He was previously with the Republic Aviation Corporation.

L. E. TOLLEFSON, elevated to the position of secretary of the Douglas Aircraft Company, Inc. He has been with Douglas for 7½ years.

★ SALES ★ TRAFFIC

EDWARD G. BERN, who has joined Panagra in the capacity of sales manager. A former vice president of American Airlines and general manager of the Hughes Aircraft Company, he has been in aviation for more than three decades. **EDWIN F. APPELEGATE** has taken over the position of district sales manager in Quito, Ecuador. He was formerly a cargo representative for Pan Am in New Jersey.

DALE MADDEN, now serving Braniff International Airways as district sales manager for the State of Michigan and Windsor, Canada. Headquarters are in Detroit.

DOUGLAS STOCKDALE, former vice president of Aerovias Braniff, has been appointed special representative for Braniff International Airways' Latin American Division for the Eastern part of the United States. His headquarters are in New York.

B. J. TALBOT, formerly serving as traffic manager in the Philippines, appointed to the Eastern regional staff of Northwest Airlines in New York.

A. L. EMERY, named regional sales manager for Colonial Airlines in New York State, not including New York City. Emery was with American for 17 years.

STANLEY WASHBURN, JR., appointed promotion director of Pan American World Airways, responsible to the sales promotion manager.

JACKSON E. BEIGHLE, appointed assistant sales manager for Sikorsky Aircraft Division, United Aircraft Corporation.

★ CARGO ★

T. R. NOLAN, named assistant director of cargo traffic for Northwest Airlines. Nolan, who joined NWA in 1937, formerly held the post of supervisor of cargo sales.

W. E. PLUCHEL, reassigned by TWA to head domestic and international air mail originating in the United States and domestic air express activities of the airlines.

RALPH W. ROSSITER, appointed acting cargo traffic superintendent in Lima for Panagra. A Panagra veteran since 1935, Rossiter formerly served as cargo sales representative at Buenos Aires.

JOHN W. MOORE, formerly with the Port of New York Authority as traffic manager for air transport, now with Slick Airways' New York sales staff. He has written many articles on the subject of air transportation, some of which have appeared in this magazine.

J. T. PATTERSON, former supervisor of passenger-cargo operations for American Overseas Airlines in Frankfurt, appointed chief air freight agent for American Airlines in Dallas.

GEORGE F. KELLY, named by REA to the post of agent of the Air Center in New York City. He started in the express business 25 years ago.

★ OPERATIONS ★

FRANCIS E. HEMBREE and **BRYSON E. REPLOGLE**, appointed by the Flying Tiger Line to station managerships in the respective cities of Newark and Detroit.

★ MISCELLANEOUS ★

FRED M. GLASS, former president of Air Cargo, Inc., now serving as director of the newly created Department of Airport Development, Port of New York Authority.

JAMES C. BUCKLEY, until recently director of airport development for the Port of New York Authority, now heading his own firm, James C. Buckley, Inc., 331 Madison Avenue, New York. The new firm provides advisory and planning service on terminal and transportation problems in all fields of transportation.

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COUNTRY	Int'l 4 oz. or fraction	Each Addit. 4 oz. or frac.	1 lb.	2 lb.	3 lb.	5 lb.	10 lb.	Rate for Limit	Limit of Wgt.
Argentina.....	1.51	.76	3.79	6.89	9.87	15.95	31.15	134.51	44
Australia.....	1.62	1.27	5.43	11.91	18.39	31.35	63.75	70.23	11
Austria.....	1.05	.49	2.52	4.48	6.44	10.36	20.16	43.68	22
Asores.....	.71	.44	2.03	3.79	5.65	9.07	17.87	10.63	11
Bahamas.....	.83	.14	1.25	1.81	2.37	3.49	5.29	13.01	22
Belgian Congo.....	1.38	.79	3.75	6.91	10.07	16.39	32.19	139.63	44
Belgium.....	.98	.43	2.27	3.99	5.71	9.15	17.75	70.23	44
Bermuda.....	.76	.13	1.15	1.67	2.19	3.23	5.83	12.07	22
Bolivia (3).....	1.08	.40	2.28	3.85	5.48	8.68	16.68	71.08	44
British Guiana.....	1.07	.39	2.24	3.80	5.36	8.48	16.28	35.00	22
Chile.....	1.31	.56	2.99	5.23	7.47	11.97	23.17	50.03	22
China (6).....	1.43	1.08	4.67	8.99	13.71	21.95	43.55	216.35	602
Colombia.....	1.21	.40	2.42	4.02	5.62	7.92	15.92	71.21	44
Costa Rica.....	.79	.29	1.66	2.82	3.98	6.30	12.10	51.84	44
Cuba (4).....	.80	.15	1.25	1.85	2.45	3.65	6.65	13.85	22
Curacao.....	.72	.36	1.80	3.24	4.68	7.56	14.76	63.72	44
Czechoslovakia.....	.88	.48	2.32	4.24	6.16	10.00	19.60	84.88	44
Denmark (incl. Faroe Islands).....	.97	.47	2.38	4.26	6.14	9.90	19.30	83.22	44
Dominican Republic.....	.86	.22	1.52	2.40	3.28	5.04	9.44	39.36	44
Ecuador.....	1.24	.33	2.23	3.55	4.87	6.51	13.11	38.90	44
Egypt.....	1.35	.64	3.27	5.83	8.39	13.51	26.31	57.03	22
Eire (Ireland).....	.97	.37	2.08	3.56	5.04	8.00	15.40	16.88	11
Estonia.....	.66	.63	3.55	6.07	8.59	13.63	26.22	56.47	22
Fiji Islands.....	1.67	1.00	4.67	8.67	12.67	20.67	40.67	88.67	44
Finland.....	.88	.51	2.41	4.45	6.49	10.57	20.77	90.13	22
France.....	1.22	.44	2.54	4.30	6.06	9.58	18.38	39.50	22
French Guiana.....	.79	.44	2.11	3.87	5.63	9.15	17.95	19.71	11
Germany.....	.95	.45	2.30	4.10	5.90	9.50	18.50	40.10	22
Gold Coast Colony.....	1.18	.64	3.10	5.66	8.22	13.34	26.14	36.86	22
Great Britain & No. Ireland.....	1.00	.41	2.23	3.87	5.51	8.79	16.99	36.67	22
Greece (incl. Crete and Dodecanese Islands).....	1.07	.57	2.78	5.06	7.34	11.90	23.30	50.66	22
Guatemala.....	1.01	.25	1.76	2.76	3.76	5.76	10.76	44.76	44
Haiti.....	.72	.21	1.35	2.19	3.03	4.71	8.91	37.47	44
Honduras (5).....	.75	.28	1.62	2.74	3.86	6.10	11.70	49.78	44
Hong Kong.....	1.74	1.39	5.91	11.47	17.03	28.15	55.95	122.67	22
Iceland.....	.89	.33	1.88	3.20	4.52	7.16	13.76	58.64	44
India.....	1.70	.96	4.58	8.42	12.26	19.94	39.14	85.22	22
Iraq.....	1.47	.72	3.63	6.51	9.39	15.15	29.55	127.47	44
Italy.....	1.08	.50	2.58	4.58	6.58	10.58	20.58	44.58	22
Latvia.....	1.66	.63	3.55	6.07	8.59	13.63	26.23	56.47	22
Lithuania.....	1.66	.63	3.55	6.07	8.59	13.63	26.23	56.47	22
Luxembourg.....	.98	.43	2.27	3.99	5.71	9.15	17.75	70.23	44
Mexico.....	.64	.18	1.18	1.90	2.62	4.06	11.26	32.14	44
Netherlands.....	.89	.44	2.21	3.97	5.73	9.25	18.05	77.89	44
New Zealand.....	1.82	1.17	5.53	10.01	14.89	24.65	47.45	122.13	11
Newfoundland (incl. Labrador) (4).....	.76	.16	1.24	1.88	2.52	3.80	7.00	10.20	15
Nicaragua.....	.80	.29	1.67	2.83	3.99	6.31	12.11	51.55	44
Norway (incl. Spitzbergen).....	1.02	.47	2.43	4.31	6.19	9.95	19.35	83.27	44
Philippines (7).....	1.81	1.26	5.59	10.63	15.67	25.75	50.95	222.31	44
Portugal (1).....	.71	.44	2.03	3.79	5.55	9.07	17.87	19.63	11
El Salvador.....	1.02	.26	1.80	3.06	4.32	6.18	10.38	45.74	44
Saudi Arabia (8).....	1.56	.77	3.87	6.95	10.03	16.19	31.19	34.67	11
Siam.....	2.25	1.50	6.79	12.79	18.79	30.79	60.79	132.79	22
Surinam.....	.92	.41	2.15	3.79	5.43	8.71	16.91	72.67	44
Sweden.....	.85	.49	2.32	4.28	6.24	10.16	19.96	86.60	44
Switzerland.....	.92	.46	2.30	4.14	5.98	9.66	18.86	81.42	44
Syria (2).....	1.23	.64	3.14	5.70	8.26	13.38	26.18	113.22	44
Trieste.....	1.08	.50	2.58	4.58	6.58	10.58	19.58	44.58	22
Trinidad and Tobago.....	1.03	.35	2.08	3.48	4.88	7.68	14.68	31.48	22
Tunisia.....	1.11	.54	2.73	4.89	7.05	11.37	22.17	95.61	44
Turkey.....	1.16	.57	2.86	5.14	7.42	11.98	23.98	100.90	44
Union of South Africa.....	1.31	.94	4.13	7.89	11.65	19.17	37.97	41.73	11
Union of Soviet Socialist Republics.....	1.66	.83	3.55	6.07	8.59	13.63	26.23	56.47	22
Uruguay.....	1.25	.76	3.54	6.58	9.62	15.70	30.90	134.26	44
Vatican City State.....	1.08	.50	2.58	4.58	6.58	10.58	19.58	44.58	22
Venezuela.....	1.27	.36	2.35	3.79	5.23	8.11	13.51	64.27	44

Note: Weight limits are set by the respective countries involved.)

- (1) Limit of 22 pounds to Lisbon only.
- (2) Chaba and Sakhad have an 11-pound limit; Bloudan, Tel Abiad, and Yabroud have a 22-pound limit.
- (3) Parcel for Bolivia exceeding 11 or 22 pounds in weight accepted for certain offices only.
- (4) Parcels weighing 3 ounces or less should not have customs declarations or parcel post stickers attached.
- (5) Parcels for Honduras exceeding 22 pounds in weight, accepted for certain offices only.
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- (7) Parcels for the cities of Manila, Baguio, Holo, Cebu, Zamboanga, and Davao, and the municipality of Tacloban in the Province of Leyte may weigh up to 44 pounds. The weight limit for other places is 11 pounds, except that parcels containing only legal, educational, medical, or scientific books may weigh up to 22 pounds when addressed for delivery in cities in the Philippines.
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THE FOOD ELEMENTS of fish include proteins, fats, minerals, and vitamins. Fish and shellfish are an excellent source of high quality animal protein. It is this food value in fish which is relatively of the greatest importance. An average serving of fish or shellfish supplies sufficient animal protein to satisfy the standard daily requirement. Fish compares favorably with meat in its contribution to dietary needs.

In purchasing fish, many buyers are unfamiliar with the varieties available. Those fish with national reputations, such as haddock, salmon and cod, plus the fish handy to the local market, form a rigid list from which buyers select their purchases. Likely these are but a few of the species compared to the list of potential candidates for air shipment. Consequently, information on the eating quality of varieties unknown to the consumer with suggested methods of preparation will be extremely important in gaining consumer acceptance of a new seafood.

A general knowledge of the market forms of fish, pan-dressed, whole, fillets, steaks, etc., would be helpful to the consumer, as the form in which a particular variety is sold determines to some extent its method of preparation.

The keeping quality of fish after its sale to the consumer is of utmost importance. For best eating, the consumer should be urged to prepare the fish the same day as purchased. Previous to preparation in the home, fish should be stored in the coldest area, other than freezing compartment, of the refrigerator. Most persons realize that

By

Dr. Spencer A. Larsen

Dr. William Reitz

Katherine K. Burgum

PART IX

the rate of spoilage is increased with increasing temperatures but the degree of this increased spoilage at higher temperatures is greater than most consumers realize.

Since it is the condition of the fish at the time it is eaten that is of importance to the consumer, it will be imperative to merchandise top-quality fish that will keep in good condition, as well as to make the consumer aware of its high rate of perishability.

As to preparation of fish in the home, there are many reliable sources of recipes that could be used for consumer distribution. The common belief that in the cooking of fish the presence of stale or off odors is inevitable should be overcome—as this is true only of poor quality fish. Many persons hesitate to purchase fish for this reason. Methods of cooking fish should be emphasized in information to consumers—the method most generally used by housewives and restaurants is frying, while other methods such as baking, poaching, and broiling increase the pleasures of eating

many kinds of fish and give variety and zest to meals.

Several agencies might well share the responsibility of a wide-spread consumer education campaign throwing the spotlight on the advantages of top-quality fresh fish. Primary responsibility for providing this information will rest with the retail dealer and his suppliers.

VI—AIR FREIGHT POTENTIALS IN FRESH FISH

Having examined the supply of fresh seafood, analyzed it for propensity to air shipment, and presented detailed information on packaging transportation and costs, it now becomes logical to project estimates of the volume of traffic awaiting air delivery.

Total gross traffic in fresh fish is estimated to be about 517 million ton-miles for the United States as a whole. For the urban contingent, the estimate is about 402 million and for the rural about 115 million ton-miles.

If foreign trade in fresh fish is taken into consideration the gross traffic figure must be augmented with at least another 60 million ton-miles. Most of this, of course, is import traffic. Gross traffic is defined as that volume of fresh fish which moves from primary fish production centers to primary fish consumption centers, and does not include traffic involved in the redistribution process.

Few figures are available for purposes of comparison. Shipments of fishery products usually are reported in aggregate.

(Continued on Page 38)



No. 7—INVENTORY

VERIFIED CASE HISTORIES TO HELP THE SHIPPER

Capital

The need for low inventories in the face of declining prices has benefited Capital Airlines' airfreight business, according to Guy M. Springer, manager of cargo sales. Springer points out that Capital's air freight revenue during the first six months of 1949 increased 57 percent over the comparable period last year. This is due in large part to the merchandiser's regard for the value of reduced inventories, faster turnover and fewer mark-downs.

For example, in Baltimore, a paint manufacturer had been tying up a good sum of money in stocking an expensive pigment which he ordered from a Chicago chemical firm. Through the use of Capital air freight he has been able to reduce his inventory from 20 to five drums with the assurance that he can receive required drums overnight from Chicago. In this way, he is able to reduce the risk of a market drop of thousands of dollars.

Or take the case of television distributors and retailers. Competitive enterprise has unearthed new and less expensive ways of producing sets with resultant price cuts. The result has been that it is good business judgment for distributors and retailers to maintain a low inventory and use air freight to fulfill demands.

Continental

The best example of savings in inventory costs in which Continental Air Lines has played an important part is the Sears-Continental Airborne Telethrift Shopping service, an idea hatched three years ago by John A. Smith, cargo sales manager of the airline.

The telethrift shopping plan provides for overnight delivery of merchandise to Colorado customers from Sears mammoth Kansas City warehouse. A catalog customer picks the item he wants, and telephones the Sears branch order office in his nearest city. These orders are

teletyped to the Kansas City warehouse where they are placed in plain canvas bags and loaded aboard Continental's evening flights to Colorado, where they are picked up by Sears trucks and delivered direct to the customer's door.

This plan has successfully met competitive warehousing facilities of other leading mail order houses, in Denver, without the expense of maintaining a Denver warehouse with the huge attendant costs of such an enterprise.

Sears' huge inventory is carried in the Kansas City warehouse, and Colorado mail order customers receive faster service on their orders than had they been sent from a Denver warehouse via the usual parcel post method. The telethrift shopping service has, in effect, cut warehousing and inventory costs almost in half.

Eastern

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to effect savings through maintaining low inventories was reported to Eastern Air Lines by Arthur Lynn, of the Vicki Lynn Blouse Company.

The company purchases its raw materials on the New York market and flies them to Cordele, Georgia, via Eastern, where they are made up into popular-priced, ladies' rayon blouses at the Crisp County Manufacturing Company.

As Mr. Lynn expressed it: "It's just like having the factory right next to the main office."

The Lynn Company does not maintain any inventory of raw materials at Cordele, yet is able to take advantage of fluctuations in the New York market and still be sure that the rayon will arrive at the factory in time for use in filling orders received there.

"While the air freight charge is a little higher than surface transportation," Mr. Lynn explained, "we save a considerable sum of money because there is no need for warehouse space, clerks, and many other expenses we would have to bear if we were forced to keep large stocks of piece goods at the factory."

Northwest

Large department stores of the far West and the Midwest report pretty much the same thing as they avail themselves of Northwest Airlines' cargo flights from the East—a reduction in inventories. Rather than fill their shelves with unnecessary stocks, thus tying up large sums of money and running the risk that many seasonal items will become obsolete before sold, the stores are depending more and more on quick deliveries from manufacturers and jobbers. As a result, shipments from New York to department stores in various cities served by NWA are growing month by month. One of the asides to this development is the fact that many shipments that used to go by rail or truck are now flown.

Seaboard & Western

Outstanding among the economies which Seaboard and Western Airlines' customers report on airlift of goods is the lowered inventory which shippers, both manufacturers and retailers, can maintain practicably. Experience reflects this saving in countless fields, among them the rare and expensive synthetic aromatics which go into fine perfume.

Firmenich and Company, a leading importer of aromatics for both perfumery and for flavoring, has made steady use of Seaboard airlift from the main factory in Geneva, Switzerland. Charles C. Bryan, a partner of the firm in New York, said that from both the

importer's point of view and that of the perfume manufacturers, which his company supplies, the inventory picture has altered completely in the past three or four years. He pointed out that aromatic specialties are expensive, and a controlled inventory has become necessary.

"During and before the war, perfumers maintained as much as a two-year supply of essential ingredients," he said. "Partly due to tightening financial conditions, partly to other factors, it has now become customary for them to keep on hand as little as a two month's supply. Further, there are some ingredients which we can not stock in quantity. Yet when we get a hurry-up demand for those supplies, we know that a cable to Geneva will have them under way immediately."

Bryan remarked that by surface shipment Firmenich and Company must figure on five weeks for goods in transit. Airlift cuts the time to seven days, "house to house."

In addition to low inventory, Bryan cited convenience, better service, and ability to meet unforeseen demand quickly as advantages of air freight. He stated that surface transport involved transshipment at Antwerp, Genoa, or whatever port is utilized, while airlift brings the products in one move from land-locked Geneva to New York.

Trans-Canada

The Wheel Tracing Tool Company of Canada Limited, Windsor, Ontario provides a good example of controlling inventory by the use of air cargo.

This company manufacture and reset diamond drills used by the oil industry. The use of diamond drills for oil-well drilling was relatively new in Canada, but were being used in the oil fields of both Northern and Southern Alberta.

The drills weigh between 16 and 20 pounds packed for shipment and are valued at approximately \$2,500 each. Due to their relatively high value, the oil companies hesitate in stocking these bits for other than a spare, and by the use of air cargo they can maintain an absolute minimum on hand due to the quick availability of supplies from Wheel Tracing.

TWA

Since the war, General Motors has been short of all types of supplies, and while it has been possible to keep a supply of some items several days ahead, many articles are ordered on a day-to-day basis.

As a result, the company has adopted the policy of taking inventory in plants every afternoon. Requests for addi-

(Continued on Page 42)

IT'S AN *Air* WORLD

(REG. U. S. PAT. OFF.)

By **L. A. GOLDSMITH**
Economic Analyst

ALLOCATION by foreign countries of scarce dollar exchange under present conditions will become more and more limited for products suitable for shipment by air cargo. This is for the reason that priority permits for dollar exchange are being granted mainly for urgent essentials, such as food, bulk agricultural products, and raw materials, as well as for heavy machinery or machine tools capable of paying their way in terms of increased local productivity.

If there are less dollars available for merchandise suitable for shipment by air to foreign countries, then world air trade will be faced with a possible decrease instead of a cumulative increase. What then?

In order to increase air cargo shipping abroad on a continually expanding basis, ways must be found to reduce the so-called "dollar shortage," or rather, the "gap" in dollar earnings by foreign countries, caused by the excess of United States exports over imports. That is the problem.

Here is where air transportation can help enormously—not to solve the problem, but to bring to bear its efforts on one phase of the urgent need for other countries to earn more dollars, which can be used to pay for American goods and services, so that the American taxpayer may be gradually eased from the heavy burden now required to meet the necessary financial obligations we have undertaken for Marshall Plan aid, loans, grants, and what have you.

Earned Dollars

Herbert A. Wilkinson, chief of the Travel Branch, Office of International Trade, United States Department of Commerce, constantly emphasizes that the "travel dollar spent abroad is an earned dollar, not a loaned dollar, or a granted dollar which comes out of the taxpayer's pocket." Also, in a talk made by Mr. Wilkinson before the New York Airlines Committee during World Trade week last May, he stressed very strongly that "travel is the 'forgotten partner' in world trade."

The facts which Mr. Wilkinson laid before that Airlines Committee were extraordinarily interesting. Here are some of the highlights: For instance, two billion dollars is considered by our own Government as a conservative estimate of the possible annual dollar exchange that could be created by American travel abroad—say by 1952, or possibly sooner. The Department of Commerce and other private sources show estimates that in this year of 1949, the sum spent by American tourists abroad may reach a figure varying between \$1,200,000,000 and possibly \$1,600,000,000. These figures are apt to vary depending on changes in our economy. This estimate is really not excessive, when you stop to think that in the 20-year period from 1920 to 1940, our "invisible" imports from travel dollars reached a total of \$8,000,000,000, or a yearly average of \$400,000,000 more than double that of any visible merchandise import.

This two billion-dollar estimate is considered low when compared with other

estimates of possibly 2.5 to three billion dollars annually made by private concerns interested in the travel industry, provided, of course, that our national economy keeps up. Still another comparison can be cited, which to my mind is even more arresting. That is the fact that in 1939 our total imports amounted to only 2.3 billion dollars. Travel is indeed a "partner" that pulls a good share of the trade load in our foreign trade, and what is more it makes possible an increase in that trade.

Just as our dollars spent abroad help to reduce our import imbalance, those same dollars create helpful "invisible" exports for the countries receiving our tourists. For instance, Great Britain has recently announced officially in Parliament that these incoming travel dollars have become the United Kingdom's greatest dollar earner, even outranking its textile industry. In Switzerland, its investment in the travel industry represents one-tenth of its total national capital investment, and its income from travel and tourist trade is approximately one-seventh of the Swiss total national income. Other countries in Europe, such as France and Italy are also earning large sums in American travel dollars.

One of the newest factors in our general national economic structure as regards future air travel abroad is the additional number of American workers who now enjoy paid vacations. There are now over 30,000,000 wage earners in this country who enjoy vacations with pay—many for the first time. More than four-fifths of all persons employed in this country and 97 percent of all office workers are eligible for paid vacations. Today well over 12 million or over 85 percent of all union workers have paid vacations stipulated in their working agreements. Even as recently as 1940, only 25 percent of such union workers were so covered.

Promotion is Important

So, one of the brightest spots in the picture for increasing air cargo in world trade is the part air transportation can and must play in the promotion of travel abroad. Here is an unequalled opportunity which did not exist before—namely a new and potential market for millions and millions of Americans, who want to go abroad and who now can do so.

Prior to the European Summer travel season of this year, the Travel Branch of the Department made a "pilot" study of the reasons various travelers might give for taking the trip. The answers indicated that the closeness of ties to the Old World greatly influenced the purposes of travel to Europe. Forty percent of the people had family connections in Europe and were going abroad to visit relatives, friends, or to attend to family affairs. 37 percent listed pleasure, vacations, sports, or tours as their objective. 11 percent were attracted by educational purposes. Only six percent of the travelers listed business as the purpose of their trips. Another point of interest was that 60 percent of all the travelers were either foreign-born or of foreign-born parentage.

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The "invisible" imports created by the dollars spent by these Americans in foreign countries (and especially in Europe at this time) constitute the most painless method of creating new and additional dollar exchange so desperately needed to offset this major bottleneck now choking the channels of world trade expansion, which is so urgently required to get the world back to a state of balance.

Before we go into the various factors in regard to how to utilize these travel dollars to create more air cargo business, let's have a flashback on the basic causes of this complex situation of dollar scarcities, particularly precarious at the present moment in relation to Britain and the sterling area.

By the time this appears in print, the Anglo-American conference in Washington on this very knotty problem will have come and gone.

Whatever is discussed or decided, proposed or projected, at the Washington conference, it is generally agreed that not too much can be accomplished overnight by any quick or trick solution. The problem is too fundamental. The dollar gap is not just a British or a sterling crisis. This is a deep-rooted economic malady which could engulf the whole world, not excepting the United States.

Devaluation of the pound sterling, or reduction of purchases by the British and the sterling area in this country, and the Western Hemisphere, are just temporary palliatives which would help to hasten the stifling process of trade around the world—clogging the trade routes instead of clearing them. A different approach to dollar shortage problems is indicated.

That is why the question and importance of travel in general, and air travel in par-

ticular, takes on a great national economic significance, rather than merely the progress or profits of one or more airlines and aviation interests.

In this regard, Mr. Wilkinson's words to the New York Airlines Committee are of the utmost importance. He said:

"I want to emphasize the special challenge to the airline industry which current conditions impose. It has to do with the development of the travel market—a new market for international travel hitherto untouched by other forms of transport because of the time factor, which the technology of air is meeting."

Mr. Wilkinson also pointed out that the development of the international air travel market "requires the same intensive application of business know-how and experience as has expanded our trade in goods." He also indicated his belief that the airlines had only begun the job of developing this market and that further aspects needed development such as:

(a) Additional and possibly cooperative promotional efforts among the airlines in general; and

(b) Cooperation of the airlines working with other segments of the travel industry—including travel agents, hotels, cultural and recreation centers—so as to look beyond the present market horizon.

ETC Helps

There also is the question of promoting air travel with people who can take vacations in either the Fall or Winter when the air fare reductions go into effect. Every effort is being made on a cooperative basis by the European Travel Commission to induce Americans to travel to Europe at these times. Advertising to this effect by the Commission is now appearing in newspapers and magazines. As a case in point last year, a Midwest travel agent arranged for a group of 30 farmers to take a tour of 30 days in Europe. The time consumed was arranged with special thoughts for the special interests of the group. They flew there and back, taking advantage of last Winter's excursion rates. They visited England, France, Italy, Germany, Luxembourg, the Netherlands, and Denmark. On their return they talked so enthusiastically of their flying trip to Europe that their tour was followed by a party of 32 Midwestern women from both cities and towns.

And here is a thought for the record—just an idea of my own. If air cargo is to benefit from the air travelers' expenditures abroad, why not take steps to make certain that a definite proportion of this air travel-acquired dollar exchange finds its way to the purchasing of products for export which are especially fitted to ship by air.

(Continued on Page 42)



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FROM HOT WAR

(Continued from Page 11)

to the First Air Lift Task Force in Germany.

This was it! The 317th was on its toes again—this time for another type of war. Ten days later, precisely at midnight, the first of the 317th's aircraft—a transport attached to the 39th Troop Carrier Squadron—zipped down the runway at Tachikawa and was airborne.

The first of next month found the 39th TCS inaugurating operations at Wiesbaden. That day it hauled 47.3 tons of freight into Berlin. On the 5th, the 41st TCS and 22nd TCS joined the 39th, airfreighting 94.1 tons and 149.9 tons, respectively, into the blockaded city.

It should be noted that immediately following the arrival of the Group at Wiesbaden, a dozen aircraft were shifted to Fassberg, in the British Zone,

Oct. 30 is the Date

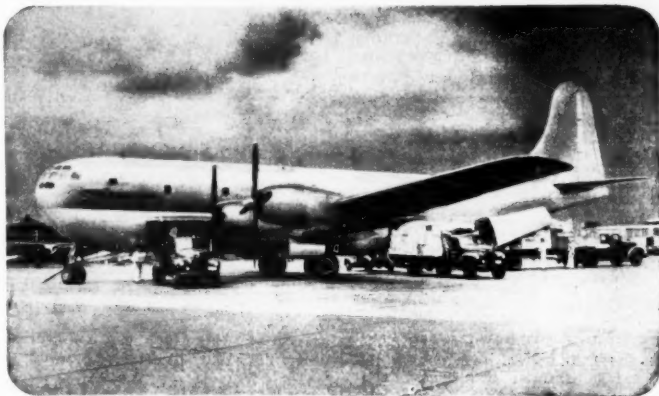
Operation Vittles, which broke the back of the Russian blockade of West Berlin, is scheduled to end officially October 30. According to military authorities, sufficient installations and equipment will be maintained to restore the airlift within the shortest possible time if the need should arise.

for the purpose of flying coal into Berlin. This move gave each of the squadrons attached to the 317th a total of eight ships each.

Statistics show that the 317th's first month in Operation Vittles set up the following mark: 22nd TCS (45 pilots and co-pilots), 4,386.7 tons; 39th TCS (45 pilots and co-pilots), 4,630.1 tons; 41st TCS (44 pilots and co-pilots), 3,593.8 tons.

The move to the Celle RAF Station took place in December, and no time was lost in sliding easily into gear. Colonel Thomas K. Hampton, com-

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manding officer of the 317th Troop Carrier Wing (Heavy), and his staff saw to that. A reporter for the *Task Force Times*, looking over the situation at Celle immediately after the 317th made the switch to the British Zone, wrote:

"In the 24-hour period ending at 1200 hours today, planes of the 90th TCS, the first of the 317th squadrons to move into Celle—delivered 288 tons of supplies to Gatow (auxiliary field of Tempelhof) in 29 flights. Yesterday the squadron hauled 237 tons in 24 flights.

"The 41st TCS . . . arrived here this afternoon and will start operations tomorrow morning, while the 39th TCS, now packing up at Wiesbaden AFB, is due to come in December 23."

It was a cold war, yes; but it was plenty hot for all the ground and air personnel, not to mention the equipment. Take, for example, a typical C-54 which, in less than five months, flew 1,000 hours of Vittles missions. It was one of the first of the four-motored ships to join the airlift, and originally had been based in Japan.

Last February, the Group claimed a record for loading a C-54. A 12-man German laborer crew loaded 19,580 pounds of coal in five minutes, 45 seconds. Normal loading time is considered to be 16 minutes. And to underline the nature of the competition among the various Groups in Vittles, Lieutenant Colonel John M. Grant, commander of the rear airfield organization at Celle, threw out this taunt:

"Just tell loaders at the other airlift bases we believe Celle loaders can't be beat."

To be utterly candid, I heard similar boasts at all the other bases. Which was a good thing for Vittles.

I was witness to a bit of banter among three airlift pilots which took place outside the Onkle Tom Kino in Berlin.

"The 317th," said one, "is the best goddam outfit in this goddam country."

"You're nuts," another replied, making a fake pass at him. "You know goddam well it's the 61st."



Colonel Thomas K. Hampton, Commanding Officer, 317th Troop Carrier Wing (H).

"Hell! The 61st don't even shine near the 317th."

"You wouldn't recognize a good outfit even if you were outfitted with bilials."

"Ha!" The 317th pilot dug an elbow into the side of the third man who had stood by silently. "Whaddya say, Jerry? Which one will you pick?—the 61st or the 317th?"

"The 513th," Jerry replied soberly.

So that's the long and short of it: competition at its best! And it has paid off handsomely!

In the mess hall here there's a sign which reads: "Cookies Better Than Your Mother Can Make. Help Yourself."

I helped myself to some—and so did an escorting sergeant who, while filling his pockets, muttered:

"That's an insult to my mother."

But he finished every last crumb on the coal-laden plane we boarded for Gatow.

THE END

MARKETS FOR AIRBORNE SEAFOODS

(Continued from Page 32)

gate, with no breakdown as between fresh and processed. The Interstate Commerce Commission reports for 1941 a total movement of 8,357 carlots of fishery products amounting to 232,630 tons. A similar report for 1939 indicated 193,829 tons. Railway Express Agency reports for the years 1939 and 1940 about 15.6 million pounds of carlot shipping, or about 7.8 million pounds a year. Statistical data on less than carlot shipments were not available. Still more scarce are national data on truck movement of fish.

Probably the most complete study available on transportation of fish is A. W. Anderson's report, *Wartime Transportation and the Fishing Industry*. His tabulation of Railway Express and truck shipments from and to such fish production areas as Florida, the Gulf states, Chicago, New York City, Boston and Seattle indicate shipping to the extent of about a billion pounds of fishery

products annually. Allowing an average distance of 1,140 miles, this would correspond roughly to 570 million ton-miles of traffic. This compares favorably with the present estimate of 517 million ton-miles if allowance is made for fishery products other than those going directly into fresh fish markets and for cross hauling.

There is no tendency here to presuppose that all of the gross traffic in fresh fish will become airborne. Short distances are best suited to trucks, and for this reason all traffic of less than 200 to 300 air miles is unlikely to move by air. Additional volume, after being evaluated as to propensity for air shipment, also is ruled out.

If all distances of more than 200 air miles are taken as the primary zone for air movement of fresh fish, and if fish poundage is separated into excellent, good, and fair air cargo propensity classes, estimates of potential air traffic

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are obtained, expressed in ton-miles.

More than 173 million ton-miles of excellent fish may be expected to go by air; 137 million of which will be directed to urban areas and 36 million to the rural population. The arrangement shown in Table J shows air cargo potentials for the urban and rural population contingents the three propensity classes—excellent, good, fair—as well as the gross traffic and total air potential.

Comparison with the gross optimum traffic potentials shows that approximately 20 percent of the traffic is made up of fresh fish having an *excellent* propensity towards air transport; roughly 27 percent constitutes fish of *good* propensity; and 52 percent has a *fair* potential.

The three propensity contingents roughly may be thought of as traffic volumes to be expected at various ton-mile rates of shipping. If the portion of *good* propensity is regarded as moving at a ton-mile rate of about 12 cents, the volumes of *excellent* and *fair* might be considered as going for rates higher and lower than 12 cents a ton-mile, say at 15 and nine cents. Fresh fish shipments to inland markets average about 1,140 miles, and rates via air freight and rail express result in transportation charges of about seven to nine cents per pound for this distance.

Further light is thrown on these figures if the economics of merchandising fish are taken into account. In 1943, for example, it is estimated that initial value of fresh fish to be sold fresh but unprocessed, filleted and packaged, and to be frozen, amounted to about 91 million dollars and that the consuming public paid 265 million dollars. In other words, processing, primary wholesaling, secondary wholesaling and retailing added 174 million dollars, or 292 percent to the initial value. In terms of price per pound it is estimated that this represents a markup from about eight to 23 cents a pound. In the light of more recent price developments, these

Population Contingent	Optimum Gross Traffic (in 1000's ton-miles)	TABLE J Potential Air Traffic (in 1000's of ton-miles)			
		Excellent	Good	Fair	Total
Rural	188,999	36,564	49,752	102,291	188,607
Urban	666,283	136,806	181,456	341,138	659,400
State	855,282	173,370	231,208	443,429	848,007

figures must be regarded as very conservative.

It would appear, then, that there is sufficient margin to absorb fractional or even a few cents of extra cost for air transport, in view of the possibility of improving the quality of the product

and of reducing shipping weight, multiple handling, and complicated operations connected with conventional transportation methods.

Both actual and potential contributions of air freight to the nation's commerce and welfare are altogether too

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important to be treated lightly. That the opportunities are not being overlooked is evident in the fact that month after month this relatively new form of transportation moves steadily ahead in traffic volume, and air freight is here today on a scale that even the optimists as late as three or four years ago placed on the timetable of development some five years hence. In no small measure air freight's continued progress, especially in transporting perishables such as seafood, will depend upon:

1. All-weather service.
2. Temperature and humidity controls at airports and in flight.
3. Efficient light-weight containers.
4. Coordination of air and surface transport so as to save time on the ground.
5. Still lower, but economic, rates that will insure sound development of the air freight industry.

THE END

WINGED PERISHABLES

(Continued from Page 12)

and ending February 16, Sky Fresh Products became a contract air transport agency. This ended when, after 45 days, the railroad bridges were finally repaired, and rail service was again restored to the Sinaloa area.

During this period, we flew approximately a half-million pounds of vegetables to Nogales. We learned a lot about crossing merchandise over the United States-Mexican border, which incidentally is far more complex than we anticipated. Our crews gained valuable experience in flying without radio aids, and off poor landing fields. In short, we had a three-week dress rehearsal while waiting for our own tomatoes.

We thought we had already encountered every problem in the book, but when our own crop started around

March 1, we found many new troubles, and very few answers. Some of these problems can be listed as follows:

- Size of tomatoes was too large for regular market outlets, and too large to pack in our fibreboard boxes.
- Shortage of skilled packing house labor, and inadequate means of training unskilled workers. This resulted in poor packing.
- No field supervisor, and no means of training pickers in the use of clipper, or in the proper selection of maturity and quality of fruit desired. This further aggravated the packing house situation.
- Necessity of repacking at border before shipping on to destination. This created additional expense and delay.
- Lack of communication between Los Planes and Nogales, causing problems with United States Customs and Immigration due to our inability to give adequate notice of arrival of planes.
- Insufficient volume of tomatoes to enable Sky Fresh to spread its overhead and keep unit costs in line.
- Complete lack of refrigeration. Particularly during the latter part of the season when temperatures were high, tomatoes picked at the pink stage of maturity, being full of field heat, continued to ripen at a rapid rate, and by the time they arrived at destination markets 36 to 48 hours later, they were fully ripe, and in many instances were unable to hold properly through the marketing period. Transfer from plane to reefer truck at the border did not solve this problem because even the most efficient reefer equipment is not capable of removing the field heat in transit, especially when the fruit is packed in fibre boxes. This proved that precooling facilities at origin are essential.
- The physical rehandling of tomatoes, particularly the repacking operation at the border, was found detrimental to the appearance and market life of the tomatoes. If a way can be found to

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pack at origin, and avoid having to re-pack, or unload and reload in transit, the condition of the fruit at destination would be greatly improved, and its life extended by several days.

There you have a story of problems. Looking back on the entire operation, there were only two phases with which we were fully able to cope. First was transportation. With considerable experience in transportation, particularly in air freight, behind us, and with Slick's experienced organization and efficient freight planes serving us, our transport problems were minimized. Second, our negotiations in Mexico, handled by the president of Sky Fresh Products, were successful at every turn. All permits for flying, for radio facilities, and contracts for production and for future operations, were handled on a friendly and fully cooperative basis. In these two fields, Sky Fresh had personnel qualified by experience to properly handle the details. But in all other phases we were hampered by lack of experience.

What are the possibilities for future operation?

1. We can assume, or at least hope, that weather, our greatest headache last year, will be normal for next year's operation.

2. We have learned something about varieties suited to the Baja California

climate and soil conditions, though much more experimenting needs to be done with crops and varieties under more normal weather conditions.

3. We would diversify our production, planting other crops such as bell peppers, strawberries, and snap beans, so that in the event of loss to one or more crops, others would save the day.

4. We would find a means of proper packaging and precooling at origin, thereby materially improving the arrival condition of commodities handled.

5. We would bring into Sky Fresh Products experienced personnel in the departments in which we have found ourselves lacking.

Profits Ahead

Assuming we, or any other organization chooses to enter this type of business, and benefits from the experience of our pioneering, and is not overwhelmed by exceptionally bad weather, it is my opinion that he should earn in one season several times his total investment.

Of the greatest significance to food technologists and to the United States consuming public is the proof that the Sky Fresh type of operation can deliver an entirely new level of quality and flavor, at a modest premium in price, to

midwinter dinner tables. We have proven one thing beyond any question: we actually delivered large, ripe, solid slicing tomatoes; the kind some of you grow in your own gardens in mid-summer; to consumers whose only alternative had been the small, round, three or four to the pound, artificially ripened, tasteless tomatoes popularly packaged in so-called tubes.

In spite of the skepticism of the "trade," housewives grabbed the opportunity of buying large, vine-ripe, Sky Fresh tomatoes. They paid a premium of from five to 10 cents a pound for them, when most of the large buyers, commission wholesalers and jobbers told us that the stores would have nothing but small tomatoes packed in tubes. This experience alone was worth more than the money lost in gaining it. It proved that new concepts *will* work if you have a good product, and enough money and patience to make it available to the housewife.

We know from tests conducted by Wayne University in 1944 and 1945 that the Vitamin C content of vine-ripened tomatoes under natural sunshine is almost twice that of hothouse tomatoes. Therefore we know we have a more nutritious product to offer the consumer. We know we have a more appetizing product. After our recent experience in distributing nearly a

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million pounds of our own tomatoes, we know that if we do our part in proper grading and packaging, and in proper control of maturity, the housewife will pay us enough premium to make our long-distance marketing-by-air a very substantial financial success.

The Conclusions

Our conclusions are these:

- During the last six years we have seen perishable foods which began as sheer experiment, in the air transport field, move to a position of commercial importance today, with literally millions of pounds being flown by air this year.

- We have found that perishable foods will move by air if one or more of the following factors are present:

Quality of the airborne product is recognizably superior when it reaches the consumer.

Savings in container weight, and weight of portions which would have spoiled, or would have been discarded if moved by conventional transport, amount to enough to compensate for additional per pound cost of air freight.

Cost of production is low enough in relation to market price to justify air freight cost. (Example: the Mexican operation.)

The product is too perishable to move to market by other means than air.

Short-term fluctuations in market price due to shortages, which afford opportunity of capitalizing on the price spread.

Supplying the market with first-of-the-season items before the normal truck or rail supplies arrive.

- With sound economic reasons for shipping by air, we still find physical problems delaying rapid expansion in this new field:

Need for study of precooling and refrigeration requirements for each commodity, and development of the facilities required.

Need for packages designed for efficiency in weight, but with adequate protection for getting the product to the consumer.

Need for improvements in airport terminal facilities for efficient and rapid loading, unloading and transloading to trucks for delivery.

Urgent need for study of best methods of distributing, displaying, and selling perishable airborne foods in destination markets.

- Whereas Sky Fresh Products has probably moved more foods by air than any other organization, its experience

has merely highlighted many of the requirements, both economic and physical, mentioned above. It is safe to say that organizations like Sky Fresh Products will develop with snowball rapidity, and will find profit in this new field, just as fast as barriers are discovered and removed.

With this development, we will find decided changes in distribution and improvements in quality of such products as shell fish, berries of all types, tender out-of-season vegetables, tree-ripened fruits. Certain tropical and exotic perishables little known in this country today will make their appearance.

As air freight advances growers and shippers will find new markets.

Package manufacturers will develop and sell new types of containers.

The refrigeration companies will find new demand for their services.

Airlines will find new freight to move in planes which historically have empty space in north and eastbound flights. International carriers will bring something new to United States consumers in planes which need this new business on their return trips to United States terminals.

Finally, and most important, the consumer will eat new, better tasting, and more nutritious foods.

THE END

AIR SHIPPING LESSON

(Continued from Page 34)

tional parts are teletyped to General Motor's Detroit office daily, and the short items are dispatched by TWA air freight from a manufacturing plant with an adequate quantity of the needed article.

Since this policy has been adopted, such commodities as steel nuts, sheet steel, hinges, sill plates, screws, bolts, door panel molding, fenders, auto lamps, carburetors, cotter pins, wheel carriers, brackets and paint thinner have been shipped within a week by TWA air freight to the General Motors plant in Kansas City.

General Motors is now convinced that this day-to-day inventory method could be used successfully under normal conditions. They point out that since it is unnecessary to maintain large stocks of any item, the firm is able to take advantage of current market fluctuations.

TWA's routes are strategically located to assist the automotive industry because of the direct coast to coast operation and the fact that it served the major cities where assembly plants and suppliers are located. In many cases, TWA air freight has been the main link between the supplier and the assembly plant.

United

Maintaining low inventories without risking loss of sales because of bare shelves is an especially tricky problem in the field of recorded music.

Classics and perennial "pop" favorites, known in the trade as "standards," enjoy steady sales year after year and can be stocked accordingly. But the rise and fall of new hits often brings headaches. Some of them zoom like skyrockets, then fizzle out overnight.

When a new hit comes along, dealers often are on the horns of a dilemma. Stock up heavily and you might find your shelves sagging with records for which demand has dwindled. Stock up slim and you may be forced to turn away customers emptyhanded. If your store is inland, additional supplies of best-selling disks may take from 10 days to two weeks in arriving via surface transportation. In that time the hit may have passed its peak.

Some distributors, such as Hendrie and Bolthoff, of Denver, use air freight to keep platter inventories low, yet accurately geared to demand. The Denver firm recently received a ton of disks via United Air Lines from RCA-Victor's pressing plant at Indianapolis. The records were hit tunes, highly saleable at the moment.

Cargoliner deliveries enable "disk distributors" to balance supply and demand with a swift certainty thought impossible before the advent of air cargo. This, of course, means low inventories.

THE END

IT'S AN AIR WORLD

(Continued from Page 36)

If, when, and as air travel to foreign countries reaches its fair share of the couple of billion dollars annual goal expected for all travel, why could not official representations be made to each and every country benefiting from this influx of Americans to the effect that:

A specified percentage of such air travel dollar exchange should be allocated each year for the purchase of products selected by importers in each foreign country and the exporters from this country in conjunction with suggestions from the airlines, so as to promote cooperatively what would be most suitable and profitable for shipment by air.

Such an official representation would serve these purposes:

- To impress on the individual foreign country the advantage accruing to them in trade values by the Air travelers' expenditures locally.
- To highlight those products which are suitable for air cargo.
- To impress both importers abroad and exporters at home with the advantages of speed, turnover, and profit, which can be developed through air travel and air trade.

THE END

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